DECEMBER 28, 1951

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When high performance counts you can rely on

MINTEX

Some outstanding results of 1951

Monte Carlo Rally	1st (Class F) Jowett Jupiter
Goodwood (March 26th)	Chichester Cup—1st Reg Parnell—Maserati
Rallye Du Soleil	1st, 2nd, 3rd & 4th—Jaguar
3rd Tulip Rally	1st Ian Appleyard—Jaguar
Mille Miglia	Class Winner—T. Wisdom—Aston Martin
Silverstone Production Car Race—(Up to 2 litre)	2nd F. R. Gerard—Frazer-Nash
(Over 2 litre)	1st Stirling Moss—Jaguar
Goodwood (May 5th)	Festival of Britain Trophy—1st Reg Parnell—Ferrari Thin Wall Spl.
Ulster Trophy Race	2nd Reg Parnell—Ferrari Thin Wall Spl. 3rd B. Shawe-Taylor—E.R.A.
R.A.C. 1st International Rally of Great Britain	1st (3,000 cc. class) Ian Appleyard—Jaguar
Manx Races I.O.M. (June 14th)	Castletown Trophy—1st Reg Parnell—Maserati
British Empire Trophy	2nd F. R. Gerard—Frazer-Nash
Le Mans 24 hr. Road Race	1st Peter Walker & Peter Whitehead—Jaguar Also speed and distance records—Jaguar
13th Alpine Rally—Alpine Cups:—	Mr. & Mrs. Appleyard—Jaguar Mr. & Mrs. Wisdom—Aston Martin Habisreutinger & Hörning—Jaguar
Liége—Rome—Liége Rally	1st John Claes & Jack Ickx—Jaguar Only car ever to finish without loss of a single point
R.A.C. T.T. (September 15th)	1st Stirling Moss—Jaguar 2nd P. Walker—Jaguar 3rd F. R. Gerard—Frazer-Nash First ten cars to finish and all class winners.
Goodwood (September 29th)	
Woodcote Cup	3rd A. P. R. Rolt—Delage
Sports Car Race	1st Stirling Moss—Jaguar
1st Sept. Handicap	1st K. Wharton—Cromard Spl.
2nd Sept. Handicap	1st Stirling Moss—Jaguar
4th Sept. Handicap	2nd H. A. Richards—Riley Spl.
Daily Graphic Trophy	3rd A. P. R. Rolt—Delage
Hill Climbs	
Shelsley Walsh (June 28th)	1st K. Wharton—Cooper
Bo'ness	1st K. Wharton—Cooper
Prestcott	1st K. Wharton—Cooper
Shelsley Walsh (Sept. 22nd)	1st K. Wharton—Cooper (New Hill Climb Record) 2nd K. Wharton—E.R.A.

K. Wharton is Hill Climb Champion of 1951.

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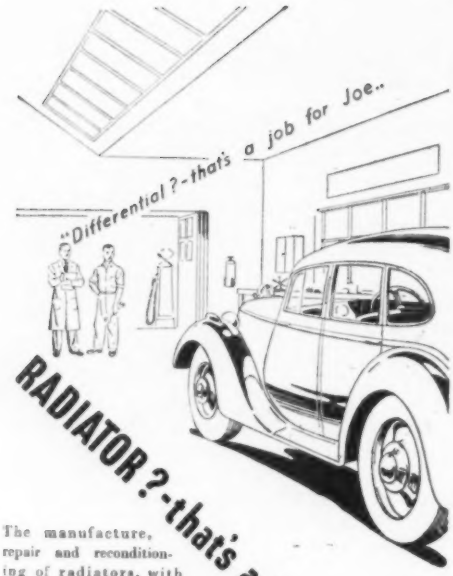

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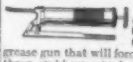

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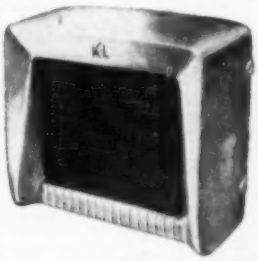

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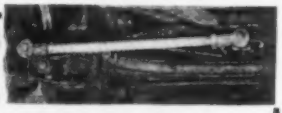

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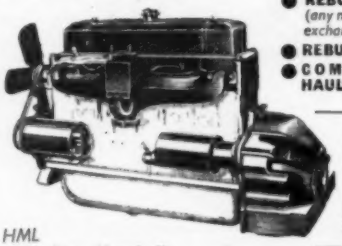

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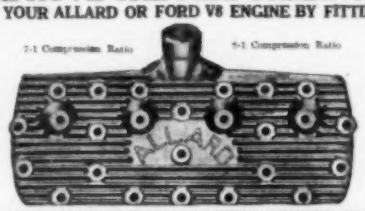

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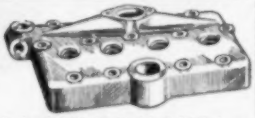

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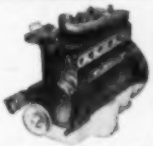

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No. 2926 FRIDAY, DECEMBER 28, 1951 Vol. XCVI

1951-1952

IN wishing all our readers a happy New Year we feel few regrets at the passing of 1951, for in many motoring aspects it was not a pleasant year, and it has closed on a note of acrimony that is no more nor less than a guilty public conscience looking for a scapegoat; this is the renewed outcry against motorists that has arisen as a result of the Gillingham bus disaster, blindly indifferent to the fact that the vehicle involved was a public service vehicle. Road safety costs money, and while the nation insists on spending its money in other ways than providing safe streets and roads it is hypocrisy for it to wring its hands in the face of the accident totals.

During the first three-quarters of the year one of the most anti-motoring administrations for many years shot its last bolt; it allocated a mere handful of cars to the home market, and in the Budget it inflicted further heavy taxes on motoring—bringing petrol up to 3s 6d a gallon and the purchase tax on new cars up to 66⅔ per cent. It is no secret that it toyed with the banning of cars from Central London during the Festival period—Mr. Herbert Morrison actually advised motorists to stay away. There is hope that the new Government will be less disposed to restrict, but it is far too early to feel, let alone express, any confidence in this respect. To be more Irish than the Irish, British governments are consistently "agin the motorist."

Design progress has been limited, and new models were very few and far between. The former is an inevitable corollary of the latter, and the latter is by no means to be deprecated; the frivolity of change for the sake of it is well dispensed with. New models are needed when design begins to prove out of date, but industry must be wary. It is only too easy to remain satisfied with a good seller.

Even on the road the motorist has been buffeted, for 1951 was a year of high winds and bad weather. Very many escaped abroad to sunshine, as they will in 1952 in spite of the truncated holiday allowance. Indeed, the motoring feeling is one of escape into 1952, when surely prospects must become brighter.

Next to Godliness

IF the old adage, part of which is quoted above, means anything, then the motorist who follows the advice given in an article on car cleaning in this issue must be a saintly person indeed. It is not for us to depreciate the author's system whereby his car is maintained in what the "snip" advertiser calls "showroom condition"; it is only for ordinary men such as ourselves to marvel at the capacity for cleanliness that exists in others, and to slink silently down shadowy side streets in second gear in order that the world shall not see the layer of mud that tops the traffic film on our wings like the icing on last week's Christmas cake.

We, too, would prefer, armed with hose and leathers, rubber gloves, special brushes and a box on which to stand, to make regular attacks on the portions of this green and pleasant land that so malevolently turn to mud as soon as they come into contact with our cars. We, too, would like to eliminate last summer's dead flies with a touch of paraffin on a rag. But on the precise Saturday when these yearnings become overwhelming, the emergence of the car from the garage for the purpose is invariably the signal for the skies to try to help by opening up in a cloudburst, and we cannot be blamed if we thereupon drive to the nearest cinema without so much as bothering to disconnect the hose or put the box away.

Upon return, however, should occur the golden chance, for the wet car should never be put away in that condition. How vigorously we agree with this! And yet how circumstances conspire to foil our intentions in this respect! The little dinner that followed the cinema went on far too long, and the conversation was far too interesting for anyone to notice the time. The "Come in, just for a moment," of our friends contributed to our undoing, and at 1.30 a.m. we can only sit on the box and contemplate the hose with the utmost distaste. The car stays dirty, and the New Year has begun with yet another broken resolution.

A Good Year Reviewed

PRINCIPAL RACES, SPEED TRIALS, HILL-CLIMBS, RALLIES AND TRIALS: STANDING RECORDS

1951—*ave atque vale!* Now that the tumult and shouting of the competition season have died, a brief look of evaluation may profitably be taken at the past year's sport, which may well be said to have been memorable in many respects. This is the more necessary because of the uncertain state of the world at large—who can say for certain that we shall ever see so full and brilliant a year again? And while the possibility remains that the dark curtain of conflict should ever envelope us again—which Heaven forfend—the close of each successive year must be greeted with a sigh of relief and the feeling that another hurdle has been surmounted. It is no longer, alas, possible to look forward into a settled and secure future.

This being so, the events in each year are thrown into sharper perspective; and now, what have been the sporting highlights of 1951? In the field of Grand Prix racing, the year has been one of the best and most brilliant in the last decade, as no one firm has had a clear-cut superiority over its opponents. The teams of Alfa Romeo and Ferrari have duelled fiercely throughout the season, and of the eight national Grand Prix races the former have won four and the latter three; the remaining one (the Dutch G.P.) was won by the French Talbot, in the absence of the two principal contenders. In the course of the season, the World Championship was won by the Argentine driver, Juan Manuel Fangio, leader of the Alfa Romeo team; few can quarrel with this result, as Fangio is unquestionably at the peak of his career and outstanding even among his brilliant contemporaries.

Britain has every reason to be satisfied with the sports car racing season, as for the first time for fifteen years a British car—the new Type XK120C Jaguar—came home victorious in the famous 24-hour race at Le Mans, while a 2-litre Frazer-Nash scored a resounding win in the Targa Florio. Sports car racing as a whole has shown an encouraging upward trend, both in the quality of the events held and in the development of the cars concerned. Certainly sports cars today are travelling at speeds which would have been extremely creditable for the out-and-out racing car of not so many years ago.

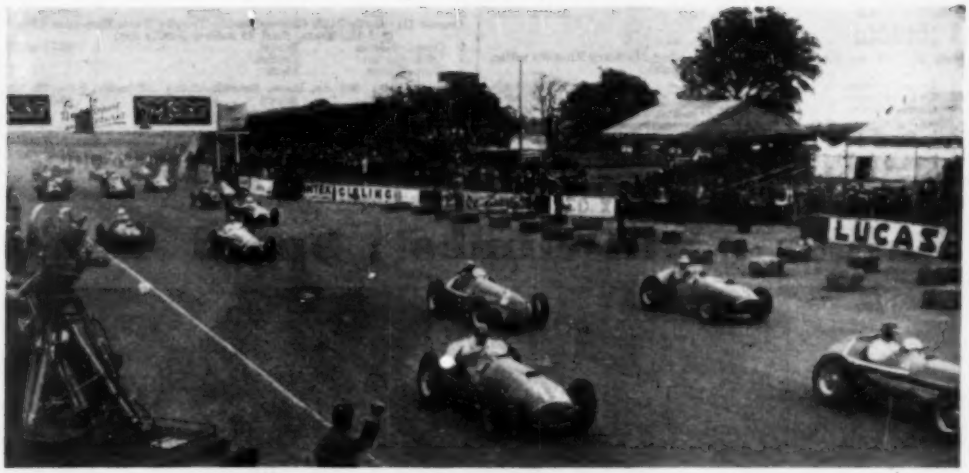
The same may aptly be said of that parallel form of motor sport, the long-distance rally. Here again Jaguar has scored, with outright victories in the Tulip Rally, the R.A.C. Rally of Great Britain and the Liége-Rome-Liége event, together with equal best performance in the Alpine Rally with another British car, once more the Frazer-Nash.

In formula 3 racing, for 500 c.c. cars, the British cars still reign supreme. Cooper, J.B.S. and Kieft have all scored important victories during the year, in the face of increasing but so far impotent opposition from their Continental opponents. More and more races of this kind are being held, and there is every sign that competition in this class will become keener still in the future.

During 1951 British cars have taken several international class records; M.G., Frazer-Nash and Cooper have all distinguished themselves in this way. This opportunity has therefore been taken to print all the present world's and international class records, as they stand at the end of 1951, in order that a true picture may be obtained of the percentage held by the cars of all the different nations.

1951 Race Results: Formulas 1 and 2

Place	Car	Driver	Average Speed
March 26: B.A.R.C. Richmond Trophy Race, Goodwood Circuit (26.4 miles, 2.4-mile lap)			
1	Osca	Bira	87.57 m.p.h.
2	E.R.A.	Shawe-Taylor	
3	E.R.A.	Duncan Hamilton	
Pau Grand Prix, Pau Circuit (190 miles)			
1	Ferrari	Villoresi	57.49 m.p.h.
2	Talbot	Rosier	
3	Maserati	Farina	
April 1: Tour of Sicily (675 miles)			
1	Ferrari	Marzotto	62.43 m.p.h.
2	Ferrari	Taruffi	
3	Stanguellini	Sighinolfi	
4	Frazer-Nash	Cortese	
April 22: San Remo Grand Prix, Ospedaletti Circuit (189 miles, 2.10-mile lap)			
1	Ferrari	Ascari	64.00 m.p.h.
2	Ferrari	Serafini	
3	Ferrari	Fischer	2 laps behind
April 29: Mille Miglia, Brescia Circuit (971.8 miles)			
1	Ferrari	Villoresi: Cassani	75.70 m.p.h.
2	Lancia Aurelia	Bracco: Magioli	73.70 m.p.h.
3	Ferrari	Scotti: Ruspagiari	
May 5: International Trophy Race, Silverstone Circuit (2.889-mile lap) Race stopped after 5 laps through thunderstorm, no official result.			
Festival of Britain Trophy Race, Goodwood Circuit (36 miles, 2.4-mile lap)			
1	Thin Wall Spl Ferrari	Parnell	90.07 m.p.h.
2	Maserati	Farina	
3	Maserati	de Graffenried	
May 13: Monza Grand Prix, Monza Circuit (2 races with aggregate result, 97.8 miles, 3.912-mile circuit)			
1	Ferrari	Ascari	101.84 m.p.h.
2	Ferrari	Villoresi	
3	H.W.M.	Moss	
May 20: Paris Grand Prix, Bagatelle Circuit (186 miles, 1.5-mile lap)			
1	Maserati	Farina	67.30 m.p.h.
2	Talbot	Gonzalez	
3	Talbot	Rosier	1 lap behind
May 27: Swiss Grand Prix, Bremgarten Circuit (190 miles, 4.524-mile lap)			
1	Alfa Romeo	Fangio	89.111 m.p.h.
2	Ferrari	Taruffi	88.498 m.p.h.
3	Alfa Romeo	Farina	88.199 m.p.h.
May 30: Indianapolis 500-mile race, Indianapolis Speedway (500 miles)			
1	Belanger Sp.	Wallard	126.244 m.p.h.
2	Jim Robbins Spl	Nazaruk	125.302 m.p.h.
3	Hinkle Spl	McGrath: Ayulo	124.745 m.p.h.
June 2: Ulster Trophy Race, Dundrod Circuit (300.24 miles, 7.416-mile lap)			
1	Alfa Romeo	Farina	91.46 m.p.h.
2	Ferrari	Parnell	90.62 m.p.h.
3	E.R.A.	Shawe-Taylor	86.178 m.p.h.
Rome Grand Prix, Caracalla Circuit (128.26 miles)			
1	Ferrari	Raffaelli	61.22 m.p.h.
2	Ferrari	Bianchetti	
3	Ferrari	Marzotto	1 lap behind
June 14: British Empire Trophy Race, Isle of Man Circuit (135.8 miles, 3.8789-mile lap)			
1	Frazer-Nash	Moss	67.27 m.p.h.
2	Frazer-Nash	Gerard	65.38 m.p.h.
3	Cooper-M.G.	J. G. Reece	1 lap behind
June 17: Belgian Grand Prix, Francorchamps Circuit (315.87 miles, 8.77-mile lap).			
1	Alfa Romeo	Farina	114.33 m.p.h.
2	Ferrari	Ascari	
3	Ferrari	Villoresi	
June 23-24: Le Mans 24-hour race, Le Mans Circuit (8.38-mile lap) Annual cup for distance covered:			
1	Jaguar	Walker: Whitehead	2,243.87 miles, 93.49 m.p.h.
2	Talbot	Meyrat: Mairesse	2,466.20 miles, 90.26 m.p.h.
3	Aston Martin	Macklin: Thompson	2,159.98 miles, 90.00 m.p.h.
Annual cup for performance on handicap:			*Figure of merit*
1	Monopole	de Montrémy: Hémard	1.376
2	Dyna Panhard	Gaillard: Chancel	1.351
3	Jaguar	Walker: Whitehead	1.326
Biennial cup, 1950-51, for performance on handicap by entrants who qualified in 1950:			
1	Monopole	de Montrémy: Hémard	1.376
2	Dyna Panhard	Gaillard: Chancel	1.351
3	Jaguar	Walker: Whitehead	1.326
July 1: Grand Prix d'Europe, Rheims Circuit (374 miles, 4.857-mile lap)			
1	Alfa Romeo	Fagioli: Fangio	110.60 m.p.h.
2	Ferrari	Gonzalez: Ascari	
3	Ferrari	Villoresi	3 laps behind



British G.P., Silverstone.

Place	Car	Driver	Average Speed
July 14: British Grand Prix, Silverstone Circuit (269 miles, 2.889-mile lap)			
1	Ferrari	Gonzalez	96.11 m.p.h.
2	Alfa Romeo	Fangio	95.61 m.p.h.
3	Ferrari	Villoresi	2 laps behind
July 22: Grand Prix of the Netherlands, Zandvoort Circuit (234.5 miles, 2.605-mile lap)			
1	Talbot	Rosier	78.46 m.p.h.
2	Talbot	Etancelin	1 lap behind
3	H.W.M.	Moss	1 lap behind
July 21: Leinster Trophy Race, Wicklow Circuit (8.3-mile lap)			
1	Riley	Hawthorn (received 6 m handicap)	78.19 m.p.h.
2	Maserati	Baird (2.5 m handicap)	81.28 m.p.h.
3	M.G.	McCaldin (3 m handicap)	68.90 m.p.h.
July 21: Winfield race, Winfield Circuit (100 miles, 2-mile lap)			
1	Maserati	Fotheringham-Parker	76.10 m.p.h.
2	B.M.W.	Tyrer	
3	Jaguar XK120	Stewart	
July 29: German Grand Prix, Nurburg Ring (283.4 miles, 14.17-mile lap)			
1	Ferrari	Ascari	83.75 m.p.h.
2	Alfa Romeo	Fangio	83.52 m.p.h.
3	Ferrari	Villoresi	81.89 m.p.h.
August 15: Pescara Grand Prix, Pescara Circuit (192.6 miles, 16.05-mile lap)			
1	Ferrari	Gonzalez	85.50 m.p.h.
2	Talbot	Rosier	
3	Talbot	Etancelin	
September 8: Wakefield Trophy Race, Curragh Big Circuit (147.5 miles, 4.9-mile lap)			
Scratch race:			
1	H.W.M.	Moss	81.21 m.p.h.
2	H.W.M.	Duncan Hamilton	79.45 m.p.h.
3	H.W.M.	Moore	75.65 m.p.h.
Handicap race:			
1	H.W.M.	Moss (scr.)	81.21 m.p.h.
2	Bugatti-Ford	Catherwood (h'cap 4 laps 1 m)	68.83 m.p.h.
3	H.W.M.	Duncan Hamilton (scr.)	79.45 m.p.h.
September 9: Targa Florio, Madonie mountain course (576 kilometres, 75-kilometre lap)			
1	Frazer-Nash	Cortese	47.60 m.ph.
2	Ferrari	Bracco: Cornacchia	
3	Maserati	Bernabei	
September 16: Italian Grand Prix, Monza Circuit (313 miles, 3.912-mile lap)			
1	Ferrari	Ascari	115.53 m.p.h.
2	Ferrari	Gonzalez	
3	Alfa Romeo	Bonetto: Farina	
September 15: Tourist Trophy Race, Dundrod Circuit (318 miles, 7.416-mile lap)			
1	Jaguar	Moss	83.55 m.p.h.
2	Jaguar	Walker	82.57 m.p.h.
3	Frazer-Nash	Gerard	79.16 m.p.h.
September 29: Daily Graphic Goodwood Trophy Race, Goodwood Circuit (15 laps of 2.4-mile lap)			
1	Alfa Romeo	Farina	95.11 m.p.h.
2	Ferrari	Parnell	
3	Delage	A. P. R. Rolt	
October 28: Spanish Grand Prix, Pedralbes Circuit (273 miles, 3.9-mile lap)			
1	Alfa Romeo	Fangio	98.74 m.p.h.
2	Ferrari	Gonzalez	98.24 m.p.h.
3	Alfa Romeo	Farina	97.75 m.p.h.

Principal Formula 3 Results, 1951

Place	Car	Driver	Average Speed
May 3: Luxembourg Grand Prix, Findel Circuit (2 12-lap heats, final 58.59 miles, 25 laps of 3.34-mile circuit)			
1	Cooper-Norton	Brown (A.)	60.48 m.p.h.
2	Cooper-J.A.P.	Rippon	
3	Cooper-J.A.P.	Samuelson	
May 5: 500 c.c. race, Silverstone Circuit (43.33 miles, 2.889-mile lap)			
1	Cooper-Norton	Brandon	78.19 m.p.h.
2	Cooper-Norton	Brown	
3	Iota-J.A.P.	Lones	
May 12: Daily Telegraph International Trophy Race, Brands Hatch Circuit (4 10-lap heats, final 40 miles, 1-mile circuit)			
1	Cooper-J.A.P.	Gray (D.)	65.43 m.p.h.
2	Cooper-Norton	Brown	
3	Emeryson-Norton	Emery	
May 13: 500 c.c. Race, Monza Autodrome (2 races of 46.9 miles each, 12 laps of 3.912-mile circuit, aggregate result)			
1	Cooper-Norton	Cooper	81.56 m.p.h.
2	Giaur	Hercolani	
3	Cooper-Norton	Carter	
May 14: 500 c.c. Race, Hockenheim Track (2 heats, final)			
1	D.B.	Glöckler	86.00 m.p.h.
2	Emeryson	Frost	85.50 m.p.h.
3	Cooper	Kreuzer	83.80 m.p.h.
May 14: 500 International Trophy Race, Goodwood Circuit (2 7-lap heats, final 36 miles, 2.4-mile circuit)			
1	Kieft-Norton	Moss	82.28 m.p.h.
2	Cooper-Norton	Brown	
3	Cooper-Norton	Clarke	
May 20: 500 c.c. Race, Genoa (82 miles, 3.28-mile circuit)			
1	Cooper-Norton	Carter	60.26 m.p.h.
2	Cooper-Norton	Whitehouse	
3	Cooper-Norton	Wharton	
June 3: 500 c.c. Race, Eifel race meeting, Nurburg Ring (85 miles 14.17-mile circuit)			
1	Cooper	Burgess	63.80 m.p.h.
2	Cooper	Wharton	
3	Cooper	Whitehouse	
June 17: A.C. du Var 500 c.c. Race, Draguignan Circuit (3 heats, final, 1.5-mile circuit)			
1	Cooper-Norton	Brown	
2	Cooper-Norton	Brandon	
3	Cooper-J.A.P.	P. Schell	
June 23: International Trophy Race, Brands Hatch Circuit (4 10-lap heats, final 40 miles, 40 laps of 1-mile circuit)			
1	Cooper-J.A.P.	Gray (D.)	63.49 m.p.h.
2	Cooper-Norton	Cooper	
3	J.B.S.-J.A.P.	Parker	
July 14: 500 c.c. race, Silverstone (57.8 miles, 2.889-mile lap)			
1	Kieft-Norton	Moss	82.13 m.p.h.
2	Cooper-Norton	Wharton	
3	Wasp-Norton	Moor	
July 22: 500 c.c. Race, Dutch G.P. meeting, Zandvoort Circuit (44.3 miles, 2.605-mile circuit)			
1	Kieft-Norton	Moss	72.71 m.p.h.

Place	Car	Driver	Average Speed
2	J.B.S.-J.A.P.	Loston	
3	J.B.S.-Norton	Hobin	

July 29: 500 c.c. Race, German G.P. meeting, Nurburg Ring (85 miles, 14.17-mile circuit)

1	Cooper-Norton	Brandon	69.90 m.p.h.
2	Cooper-Norton	Brown	69.80 m.p.h.
3	Cooper-Norton	Whitehouse	69.20 m.p.h.

August 6 Second Daily Telegraph International Challenge Trophy Race, Brands Hatch Circuit (5 10-lap heats, final 40 miles, 1-mile lap)

1	Cooper-Norton	Whitehouse	52.63 m.p.h.
2	Cooper-J.A.P.	Rogers	
3	Cooper-J.A.P.	Pugh	

Place	Car	Driver	Average Speed

August 11: Daily Mail Championship Trophy Race, Boreham Circuit (2 5-lap heats, final 45 miles, 3-mile lap)

1	Cooper-Norton	Brown	70.70 m.p.h.
2	J.B.S.-Norton	Dryden	
3	Wasp-Norton	Moor	

September 9: 500 c.c. Race, Grenzlandring (57 miles, 5.7-mile lap)

1	Cooper-Norton	Brown	96.07 m.p.h.
2	Cooper-Norton	Brandon	
3	Cooper-J.A.P.	Patterson	

October 21: 500 c.c. Race, Retiro Park, Madrid (2 heats, final 31.7 miles)

1	Cooper-Norton	Brandon	64.10 m.p.h.
2	J.B.S.-Norton	Coombs	
3	Cooper-Norton	Gill	

Rallies : Hill-climbs : Speed Trials

Monte Carlo Rally

RESULTS OF THE PRINCIPAL RALLIES, 1951

January 23-31: Monte Carlo Rally

1	Delahaye	Trevoux: Crovetto	26.76 marks
2	Ford	Cmte. de Monte Real: Palma	27.12 marks
3	Jaguar	Vard: Young	27.43 marks

April 22-28: Tulip Rally

1	Jaguar	Appleyard: Mrs. Appleyard	27.800s test time
2	Jaguar	Habisreutinger: Horning	28.233s test time
3	Volkswagen	Koks: de Jong	28.666s test time

May 14-17: R.S.A.C. Scottish Rally

The Autocar Trophy (premier award): Jaguar (Wood), 2, Allard (Lawson).

May 25-27 Lancashire A.C. Morecambe Rally

Best performance by standard production car, open or closed: Jaguar XK120 3,442 (Appleyard), 117.6s aggregate test time.

Best performance by standard production car, closed: Jowett Jupiter (Wise), 128.8s.

Best performance by Special or supercharged car: A.W. Spl 1,172 (Dean), 115.2s.

June 4-9: R.A.C. International Rally of Great Britain

1	Jaguar	Appleyard	109.61 penalty marks
2	Morgan	Morgan	112.99 penalty marks
3	Morgan	W. A. G. Goodall	114.55 penalty marks

July 13-21: Alpine Rally

Alpine Cup winners: H.R.G. (Gott: Gillespie); Frazer-Nash (Duff: Winterbottom); Aston Martin (Wisdom: Mrs. Wisdom); Healey (Wadsworth: Corbishley); Jaguar XK120 (Appleyard: Mrs. Appleyard); Allard (Imhof: Robertson); Jaguar XK120 (Habisreutinger: Horning); Renault (Landon); Simca (Angelvin: Mme. Angelvin); Lancia (Piodi: Frairia).

August 15-20: Liége-Rome-Liége Rally

1	Jaguar XK120	Claes: Ickx	0 marks lost
2	Jaguar XK120	Herzet: Baudoin	20 marks lost
3	Porsche	Von Guilleaume: Von der Meuhle	30 marks lost

August 30 to September 11: Tour de France

1	Ferrari	Pagnibon: Barraquet	2,056.884 penalty marks
2	Ferrari	Peron: Bertramnier	2,146.975 penalty marks
3	Ferrari	Checcaci: P. Schell	2,165.340 penalty marks

September 29-30: Lancashire and Cheshire C.C. Lakeland 300 Rally

Premier award: M.G. (B. J. Warr), 96.2.

Special cars: Ward Spl (R. W. Farnworth), 98.4.

Team award: Railton (J. Kingston-Whittaker), Hillman Minx (R. Walshaw), Jaguar XK120 (H. Crossley), 305.2 aggregate.

November 7-10: M.C.C. Daily Express National Rally (finishing point, Hastings)

1	M.G. TD	Hopkinson: Mrs. Hopkinson	5.316 penalty marks
2	H.R.G.	J. V. S. Brown: Kettel	5.564
3	Vanguard Spl	Rawlings: Tracey	5.586

CHIEF BRITISH HILL-CLIMB RESULTS, 1951

Place	Car	Driver	Time Seconds
		May 19: Prescot	
1	Kieft	Christie	46.95
2	Bugatti	Stubberfield	47.05
3	Cooper	Collins	47.13
		June 23: Shelsley Walsh	
1	Cooper	Wharton	37.27
2	Alfa Romeo	Poore	37.38
3	A.J.B.	Butterworth	39.44
		June 30: Bo'ness	
1	Cooper	Wharton	34.60
2	Allard	Allard	36.04
3	Cooper	Haddow	36.81
		July 7: Rest-and-be-Thankful	
1	Alfa Romeo	Poore	56.32
2	Cooper	Wharton	56.35
3	E.R.A.	Wharton	57.42

RESULTS OF PRINCIPAL BRITISH SPEED TRIALS, 1951

Place	Car	Driver	Time Seconds
		July 26: Bouley Bay	
1	Cooper	Wharton	54.2
2	Alfa Romeo	Poore	56.2
3	Cooper	Logan	56.6
		September 9: Prescott	
1	Cooper	Wharton	43.81
2	Alfa Romeo	Poore	43.98
3	Allard	Allard	44.74
		September 22: Shelsley Walsh	
1	Cooper	Wharton	36.62
2	E.R.A.	Wharton	37.01
3	Alfa Romeo	Poore	37.55
		July 28: Great Auclum	
1	Cooper	Brake	22.39
2	Cooper	I. Smith	23.37
3	Cooper	Lewis-Evans	23.39
		September 1: International Brighton Speed Trials	
1	A.J.B.	Butterworth	26.63
2	Cadillac-Allard	Allard	27.40
3	Bentley	Lycett	27.92

Results of the Principal British Reliability Trials of 1951

Colmore Trophy Trial.

February 4.—Hagley and D. L.C.C. Clee Hill Trial.

Clee Trophy: A. W. Spl 1,172 s (A. W. Lilley). **Bromsgrove Cup:** Fairley 1,486 (R. W. Phillips). 11 first-class awards; 5 second-class awards.

February 11.—Southsea M.C. President's Trophy Trial.

President's Trophy (best performance by member of invited club): Cyclops 1,450 (G. Pentony). N.W.L.M.C. **Ansell Trophy (best performance by member of promoting club):** Marden 1,172 (C. E. Crump). **Team award:** Dellow 1,172 (A. E. A. Day), Dellow 1,172 (R. Chappell), Dellow 1,172 (D. H. Sleep). 7 first-class awards; 5 second-class awards.

February 25—N Midland M.C. Kitching Trophy Trial*.

Kitching Trophy (best performance by member of promoting club): Harford II 1,172 (T. C. Harrison). **Parker Challenge Trophy (best performance by member of invited club):** Harford I 1,172 (K. A. Scales). **Team award:** T. C. Harrison, K. A. Scales, Ford 1,172 s (M. Wilde).

March 4.—Liverpool M.C. Jeans Gold Cup Trial.

Jeans Gold Cup (best performance): Austin 1,172 s (W. L. T. Winder). **Wade Cup (best performance opposite class):** Ford 1,172 (Miss H. B. Kemble). **Sir Leslie Scott Cup (best performance by member of Liverpool M.C.):** Ford 1,172 s (E. B. Wadsworth). 3 first-class awards; 3 second-class awards.

March 11.—Yorkshire S.C.C. 4-44 Trophy Trial.

4-44 Trophy: C.C.S. 1,446 (C. Corbishley). **Gambles Trophy (runner-up):** Harford II 1,172 (T. C. Harrison). 6 first-class awards.

March 17.—Sunbac. Colmore Trophy Trial*.

Colmore Trophy (best performance): Paul Spl 1,172 (R. W. Faulkner). **Team award:** R. W. Faulkner, Marden 1,172 (C. E. Crump), Dellow 1,196 s (W. H. Waring). 10 first-class awards.

March 24-25.—Scottish S.C.C. Highland Three Days' Trial.

Cameron Hastie Trophy: Watson 3,917 (O. S. Hendry). **Highland Challenge Trophy:** Dellow 1,172 (W. J. Lamb). **Team award:** O. S. Hendry, W. J. Lamb, Dellow 1,172 (P. M. Goodall).

March 24-27.—Ulster A.C. Circuit of Ireland Trial.

Ulster A.C. Trophy (premier award): M.G. TC 1,250 (R. A. Hopkinson). **Team award:** R. A. Hopkinson, M.G. TD (J. J. Flynn), M.G. TC (D. G. Scott).

April 8.—M.G. Car Club (N.W. Centre). Cockshoot Trial*.

Cockshoot Cup: Ford (A. Alldred). **Twyford Trophy:** H.R.G. Mercury (A. W. Francis). **Team prize:** Harford (E. Harrison), Harford (T. C. Harrison), Ford (M. Wilde). 1 first-class award; 1 second-class awards.

April 22.—Lancashire and Cheshire C.C. Derbyshire Sporting Trial*.

Quiz Trophy (best performance): C.C.S. 1,446 (Miss D. Corbishley). **Kukla Brewer Trophy (runner-up):** Vanguard (K. Rawlings). **Higher Road Trophy (third place):** C.C.S. 1,446 (C. Corbishley). **Sackville Trophy (best performance opposite class):** Cranford Spl (J. Deeley). **Mawrey Trophy (best performance by member of L. and C. C.C.):** Dellow (C. R. Hardman). **Team award:** C. Corbishley, C. R. Hardman, Panay Spl (E. B. Wadsworth). 7 first-class awards.

September 1.—Lancashire A.C. Davis Trophy Trial*.

Best performance: Harford 1,172 (E. Harrison). **Best performance opposite class:** Clegg 1,172 s (A. A. Butler). **Visitors' Prize:** Ford 1,172 (M. Wilde). **Team prize:** E. Harrison, M. Wilde, Ford 1,172 s (J. Lumley). 12 Souvenir awards.

September 23.—West Hants and Dorset C.C. Knott Cup Trial*.

Knott Cup: Dellow 1,196 s (W. H. Waring). **Visitors' Cup:** Imhof 1,250 s (A. G. Imhof). **Team prize:** Paul Spl 1,172 (R. W. Faulkner), Marden Spl 1,172 (C. E. Crump), W. H. Waring. 7 first-class awards; 5 second-class awards.

October 14.—Taunton M.C. Allen Trophy Trial*.

Allen Trophy (best performance): Marden 1,172 (C. E. Crump). **Runner-up:** Paul Spl 1,072 (R. W. Faulkner). **Club Cup:** W.H.W. Dellow 1,196 s (W. H. Waring). **Team award:** W. H. Waring, R. W. Faulkner, C. E. Crump. 3 first-class awards; 3 second-class awards.

October 20.—M.C.C. Sporting Trial*.

Best performance (member of invited club): Morris Spl 1,098 (W. A. Cleave). **Runner-up (M.C.C. member):** Vauxhall Spl 1,208 s (C. F. Crossby). 17 first-class awards; 12 second-class awards; 5 third-class awards.

October 21.—Sheffield and Hallamshire M.C. High Peak Sporting Trial*.

High Peak Challenge Trophy (best performance): Harford 1,172 (T. C. Harrison). **Runner-up:** Fairley 1,486 (R. W. Phillips). **Beeston Trophy (3rd place):** Sleeman 1,172 (J. D. Sleeman). **Headham Trophy (4th place):** Harford 1,172 (E. Harrison). **Team award:** T. C. Harrison, Ford 1,172 (G. P. Mosby), Ford 1,172 (M. Wilde). 16 special awards.

October 21.—Maidstone and Mid-Kent M.C. Bossom Trophy Trial.

Bossom Trophy (best performance): Paul Spl 1,172 (R. W. Faulkner). **Best Maidstone Club member:** Dellow 1,172 s (A. E. A. Day). 5 first-class awards; 5 second-class awards.

November 3.—Sunbac. Vesey Cup Trial.

Vesey Cup: Atkinson Spl 1,228 (R. Merrick). **Carless Cup (over 1,500):** H.R.G.-Mercury 3,917 (A. W. Francis). **Watson Glynne Bowl (under 1,500):** Bold 1,200 (C. L. Bold). 1 first-class award; 7 second-class awards.

November 4.—Cernian M.C. Knowland Trophy Trial*.

Knowland Trophy: Vauxhall Spl 1,172 s (H. S. Sweney). **Vice-President's Cup (best Cernian M.C. member):** Dellow 1,172 s (B. H. Dees). **Autumn Cup (invited clubs):** Chandler Spl 1,172 s (E. J. Chandler). 4 first-class awards; 4 second-class awards.

November 10.—Cheltenham M.C. Cheltenham Trial*.

Best performance: Pentony 1,442 (G. Pentony). **Team award:** W.H.W. 1,196 s (W. H. Waring), Paul Spl 1,172 (R. W. Faulkner), Sleeman 1,172 s (R. W. Merrick). 9 first-class awards.

November 17.—Harrow C.C. Cettingham Memorial Trophy Trial*.

Cettingham Memorial Trophy (best performance): Paul Spl 1,172 (R. W. Faulkner). **C.J.J. Challenge Cup (best performance by member of invited club):** Ford 1,172 (G. P. Mosby). **Committee Challenge Cup (best performance by member of H.C.C.):** Imhof Spl 1,250 (A. G. Imhof). **Team award:** R. W. Faulkner, Marden 1,172 (C. E. Crump), W.H.W. 1,196 (W. H. Waring). 6 souvenir awards; 1 second-class award.

November 24.—Bristol M.C. and L.C.C. Roy Fedden Trophy Trial*.

Roy Fedden Trophy (best performance): Austin Spl 1,486 (R. W. Phillips). **Alexander Duckham Cup (runner-up):** Sleeman Spl 1,172 s (J. D. Sleeman). **Team award:** R. W. Phillips, J. D. Sleeman, Mercury 4,950 (L. Conlow-Bartlett). 2 first-class awards; 3 second-class awards.

November 25.—Kentish Border C.C. Sporting Trial.

Visitors Trophy: Marden 1,172 (C. E. Crump). **Alexander Bronze (best performance by member of K.B.C.C.):** Appleton 1,486 (J. H. Appleton). 3 first-class awards; 2 second-class awards.

December 1.—N.W. London M.C. Gloucester Trial*.

Gloucester Cup (best performance): Harford II 1,172 (T. C. Harrison). **Thomas Cup (best performance in other class):** W.H.W. Dellow 1,196 s (W. H. Waring). 9 first-class awards; 6 second-class awards; 7 third-class awards.

December 15.—R.A.C. Trials Championship

R.A.C. Championship Trophy: W. H. W. Dellow 1,195 s (W. H. Waring). **Second best performance:** Cotton II 1,172 (A. E. Rumfitt). **Third:** Imhof Spl 1,250 s (A. G. Imhof). **Special area awards: North England.** C. C. S. (C. C. Corbishley). **South England.** W. H. W. Dellow (W. H. Waring). **Scotland.** Dellow 1,172 s (W. J. Lamb). **Northern Ireland.** no entry. 7 Souvenir awards.

* Denotes qualifying event for R.A.C. Trials Championship

M.C.C. CLASSIC EVENTS, SUMMARY OF RESULTS.

December 29, 1950. Exeter Trial.

169 cars entered; 23 non-starters; 20 non-finishers; 43 first-class awards; 43 second-class awards; 20 third-class awards; 20 no award.

March 23-24, 1951. Land's End Trial.

182 cars entered; 14 non-starters; 51 non-finishers; 33 first-class awards; 24 second-class awards; 31 third-class awards; 29 no award.

May 11-12, 1951. Edinburgh Rally.

Class award winners, Ford Anglia 1,172 (J. W. Fleetwood: W. Carter); Citroen 1,996 (K. N. Rudd); Jaguar 3,500 (W. F. Mead).

80 cars entered; 6 non starters; 4 non-finishers; 11 first-class awards; 26 second-class awards; 31 third-class awards; 2 no award.

October 20 Sporting Trial (results listed under trials' section).

November 7-10 Daily Express National Rally (results listed under rallies' section).

WORLD'S RECORDS

ALL RECORDS STANDING AT THE END OF 1951

Key : K *denotes kilometre, or kilometres.*
M *denotes mile, or miles.*
(f) *denotes flying start :* (s) *denotes standing start.*

Record	Speed m.p.h.	Car	Driver(s)	When and Where Taken
1 K (s)	117.3	Auto-Union	B. Rosemeyer	Frankfurt, 1937
1 K (f)	393.8	Railton Mobil Spl.	J. R. Cobb	Utah, 1947
1 M (s)	138.7	Auto Union	B. Rosemeyer	Frankfurt, 1937
1 M (f)	394.2	Railton Mobil Spl.	J. R. Cobb	Utah, 1947
5 K (f)	326.7	Railton Sp.	J. R. Cobb	Utah, 1939
5 M (f)	302.2	Railton Spl.	J. R. Cobb	Utah, 1939
10 K (f)	283.0	Railton Spl.	J. R. Cobb	Utah, 1939
10 M (f)	270.4	Railton Spl.	J. R. Cobb	Utah, 1939
The following are standing start records :				
50 K	179.88	Mormon Meteor	Ab Jenkins	Utah, 1951
100 K	187.66	Mormon Meteor	Ab Jenkins	Utah, 1951
200 K	191.55	Mormon Meteor	Ab Jenkins	Utah, 1951
500 K	183.04	Mormon Meteor	Ab Jenkins	Utah, 1940
1,000 K	177.35	Mormon Meteor	Ab Jenkins, C. Bergere	Utah, 1940
2,000 K	172.38	Mormon Meteor	Ab Jenkins, C. Bergere	Utah, 1940
3,000 K	170.29	Mormon Meteor	Ab Jenkins, C. Bergere	Utah, 1940
4,000 K	168.07	Mormon Meteor	Ab Jenkins, C. Bergere	Utah, 1940
5,000 K	165.56	Mormon Meteor	Ab Jenkins, C. Bergere	Utah, 1940
10,000 K	148.97	Mormon Meteor	Ab Jenkins, E. A. Stapp	Utah, 1936
20 M	185.61	Mormon Meteor	Ab Jenkins	Utah, 1951
100 M	190.67	Mormon Meteor	Ab Jenkins	Utah, 1951
200 M	190.92	Mormon Meteor	Ab Jenkins	Utah, 1950
500 M	177.23	Mormon Meteor	Ab Jenkins	Utah, 1940
1,000 M	172.80	Mormon Meteor	Ab Jenkins, C. Bergere	Utah, 1940
2,000 M	170.36	Mormon Meteor	Ab Jenkins, C. Bergere	Utah, 1940
3,000 M	165.81	Mormon Meteor	Ab Jenkins, C. Bergere	Utah, 1940
4,000 M	150.53	Mormon Meteor	Ab Jenkins, E. A. Stapp	Utah, 1936
5,000 M	149.42	Mormon Meteor	Ab Jenkins, E. A. Stapp	Utah, 1936
1 hour	190.68	Mormon Meteor	Ab Jenkins	Utah, 1950
3 hours	177.32	Mormon Meteor	Ab Jenkins	Utah, 1940
6 hours	172.38	Mormon Meteor	Ab Jenkins, C. Bergere	Utah, 1940
12 hours	170.21	Mormon Meteor	Ab Jenkins, C. Bergere	Utah, 1940
24 hours	161.18	Mormon Meteor	Ab Jenkins, C. Bergere	Utah, 1940
2 days	148.63	Mormon Meteor	Ab Jenkins, E. A. Stapp	Utah, 1936

Record	Speed m.p.h.	Car	Driver(s)	Where and When Taken
100 K	187.66	Mormon Meteor	Ab Jenkins	Utah, 1951
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500 K	183.04	Mormon Meteor	Ab Jenkins	Utah, 1940
1,000 K	177.35	Mormon Meteor	Ab Jenkins, C. Bergere	Utah, 1940
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5,000 K	165.56	Mormon Meteor	Ab Jenkins, C. Bergere	Utah, 1940
10,000 K	148.97	Mormon Meteor	Ab Jenkins, E. A. Stapp	Utah, 1936
15,000 K	89.93	Citroen	Marchand, Fortin, Vaillant, Le Roy de Présalé, Dusanter	Montlhéry, 1935
20,000 K	88.29	Matford-Yacco	Mme. Descollas, Mme. Siko, Mme Orsini, Mlle. des Forest, Mlle. Hellé-Nice	Montlhéry, 1937
25,000 K	87.86	Matford-Yacco	Mme. Descollas, and team	Montlhéry, 1937
30,00 K	87.54	Matford-Yacco	Mme. Descollas, and team	Montlhéry, 1937
35,000 K	83.86	Austin Spl. Yacco	C. Marchand, de Présalé, R. Bodecot, Fortin	Montlhéry, 1934
40,000 K	84.13	Austin Spl. Yacco	C. Marchand, and team	Montlhéry, 1933
45,000 K	77.64	Citroen	C. and L. Marchand and team	Montlhéry, 1933
50,000 K	77.56	Citroen	C. and L. Marchand and team	Montlhéry, 1933
60,000 K	75.82	Citroen	C. and L. Marchand and team	Montlhéry, 1933
70,000 K	74.92	Citroen	C. and L. Marchand and team	Montlhéry, 1933
80,000 K	74.11	Citroen	C. and L. Marchand and team	Montlhéry, 1932
90,000 K	65.37	Citroen	C. and L. Marchand and team	Montlhéry, 1932
100,000 K	64.83	Citroen	C. and L. Marchand and team	Montlhéry, 1932
110,000 K	64.76	Citroen	C. and L. Marchand and team	Montlhéry, 1932

INTERNATIONAL

Record	Speed m.p.h.	Car	Driver(s)	Where and When Taken
Class A—Over 8,000 c.c.				
1 K (s)	98.52	Napier Railton	J. R. Cobb	Brooklands, 1933
1 K (f)	393.8	Railton Mobil Spl.	J. R. Cobb	Utah, 1947
1 M (s)	102.52	Napier Railton	J. R. Cobb	Brooklands, 1933
1 M (f)	394.2	Railton Mobil Spl.	J. R. Cobb	Utah, 1947
5 K (f)	326.7	Railton Spl.	J. R. Cobb	Utah, 1939
5 M (f)	302.2	Railton Spl.	J. R. Cobb	Utah, 1939
10 K (f)	283.0	Railton Spl.	J. R. Cobb	Utah, 1939
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2,000 K	172.38	Mormon Meteor	Ab Jenkins, C. Bergere	Utah, 1940
3,000 K	170.29	Mormon Meteor	Ab Jenkins, C. Bergere	Utah, 1940
4,000 K	168.07	Mormon Meteor	Ab Jenkins, C. Bergere	Utah, 1940
5,000 K	165.56	Mormon Meteor	Ab Jenkins, C. Bergere	Utah, 1940
10,000 K	148.97	Mormon Meteor	Ab Jenkins, E. A. Stapp	Utah, 1936
50 M	185.61	Mormon Meteor	Ab Jenkins	Utah, 1951
100 M	190.67	Mormon Meteor	Ab Jenkins	Utah, 1951
200 M	190.92	Mormon Meteor	Ab Jenkins	Utah, 1950
500 M	177.23	Mormon Meteor	Ab Jenkins	Utah, 1940
1,000 M	172.80	Mormon Meteor	Ab Jenkins, C. Bergere	Utah, 1940
2,000 M	170.36	Mormon Meteor	Ab Jenkins, C. Bergere	Utah, 1940
3,000 M	165.81	Mormon Meteor	Ab Jenkins, C. Bergere	Utah, 1940
4,000 M	150.53	Mormon Meteor	Ab Jenkins, E. A. Stapp	Utah, 1936
5,000 M	149.42	Mormon Meteor	Ab Jenkins, E. A. Stapp	Utah, 1936
1 hour	190.68	Mormon Meteor	Ab Jenkins	Utah, 1950
3 hours	177.32	Mormon Meteor	Ab Jenkins	Utah, 1940
6 hours	172.38	Mormon Meteor	Ab Jenkins, C. Bergere	Utah, 1940
12 hours	170.21	Mormon Meteor	Ab Jenkins, C. Bergere	Utah, 1940
24 hours	161.18	Mormon Meteor	Ab Jenkins, C. Bergere	Utah, 1940
2 days	148.63	Mormon Meteor	Ab Jenkins, E. A. Stapp	Utah, 1936
Class B—5,001 to 8,000 c.c.				
1 K (s)	117.3	Auto-Union	B. Rosemeyer	Frankfurt-Darmstadt road, 1937
1 K (f)	268.9	Mercedes-Benz	R. Caracciola	Frankfurt-Darmstadt road, 1938
1 M (s)	138.7	Auto-Union	B. Rosemeyer	Frankfurt-Darmstadt road, 1937
1 M (f)	268.7	Mercedes-Benz	R. Caracciola	Frankfurt-Darmstadt road, 1938
5 K (f)	251.4	Auto-Union	B. Rosemeyer	Frankfurt-Darmstadt road, 1937
5 M (f)	228.9	Auto-Union	B. Rosemeyer	Frankfurt-Darmstadt road, 1937
10 K (f)	221.9	Auto-Union	B. Rosemeyer	Frankfurt-Darmstadt road, 1937
10 M (f)	223.9	Auto-Union	B. Rosemeyer	Frankfurt-Darmstadt road, 1937
The following are standing start records				
50 K	165.21	Auto-Union	H. Stuck	Frankfurt Heidelburg road, 1936
100 K	163.40	Auto-Union	H. Stuck	Frankfurt-Heidelburg 1936

Record	Speed m.p.h.	Car	Driver(s)	Where and When Taken
200 K	151.46	Duesenberg Spl.	Ab Jenkins	Utah, 1935
500 K	151.32	Duesenberg Spl.	Ab Jenkins	Utah, 1935
1,000 K	137.16	Duesenberg Spl.	Ab Jenkins	Utah, 1935
2,000 K	138.03	Duesenberg Spl.	Ab Jenkins, A. Gulotta	Utah, 1935
3,000 K	138.68	Duesenberg Spl.	Ab Jenkins, A. Gulotta	Utah, 1935
4,000 K	133.9	Duesenberg Spl.	Ab Jenkins, A. Gulotta	Utah, 1935
5,000 K	135.08	Duesenberg Spl.	Ab Jenkins, A. Gulotta	Utah, 1935
10,000 K	68.83	Studebaker	Kreiger, Bergere, Gulotta	Atlantic City, 1928
15,000 K	68.77	Studebaker	Kreiger, Bergere, Gulotta	Atlantic City, 1928
20,000 K to 45,000 K, inclusive : at speeds between 68.61 and 68.28 m.p.h.—Studebaker (Stewart, Gleason, Winnai), Atlantic City, 1928.				
50 M	167.38	Auto-Union	H. Stuck	Frankfurt-Heidelberg road, 1936
100 M	166.04	Auto-Union	H. Stuck	Frankfurt-Heidelberg road, 1936
200 M	151.72	Duesenberg Spl.	Ab Jenkins	Utah, 1935
500 M	141.19	Duesenberg Spl.	Ab Jenkins	Utah, 1935
1,000 M	137.87	Duesenberg Spl.	Ab Jenkins, A. Gulotta	Utah, 1935
2,000 M	138.54	Duesenberg Spl.	Ab Jenkins, A. Gulotta	Utah, 1935
3,000 M	134.78	Duesenberg Spl.	Ab Jenkins, A. Gulotta	Utah, 1935
4,000 M	68.70	Studebaker	Gulotta, Kreiger, Bergere	Atlantic City, 1928
5,000 M	68.70	Studebaker	Stewart, Gleason, Winnai	Atlantic City, 1928
10,000 M	68.81	Studebaker	Gulotta, Kreiger, Bergere	Atlantic City, 1928
15,000 M	68.59	Studebaker	Stewart, Gleason, Winnai	Atlantic City, 1928
20,000 M	68.54	Studebaker	Stewart, Gleason, Winnai	Atlantic City, 1928
25,000 M	68.47	Studebaker	Stewart, Gleason, Winnai	Atlantic City, 1928
30,000 M	68.36	Studebaker	Gulotta, Kreiger, Bergere	Atlantic City, 1928
1 hour	152.15	Duesenberg Spl.	Ab Jenkins	Utah, 1935
3 hours	141.02	Duesenberg Spl.	Ab Jenkins	Utah, 1935
6 hours	137.20	Duesenberg Spl.	Ab Jenkins, A. Gulotta	Utah, 1935
12 hours	138.35	Duesenberg Spl.	Ab Jenkins, A. Gulotta	Utah, 1935
24 hours	135.48	Duesenberg Spl.	Ab Jenkins, A. Gulotta	Utah, 1935
Class C—3,001-5,000 c.c.				
1 K (s)	105.5	Auto-Union	B. Rosemeyer	Frankfurt-Darmstadt road, 1937
1 K (f)	218.7	Auto-Union	B. Rosemeyer	Frankfurt-Darmstadt road, 1937
1 M (s)	125.3	Auto-Union	B. Rosemeyer	Frankfurt-Darmstadt road, 1937
1 M (f)	219.5	Auto-Union	B. Rosemeyer	Frankfurt-Darmstadt road, 1937
5 K (f)	215.1	Auto-Union	B. Rosemeyer	Frankfurt-Darmstadt road, 1937
5 M (f)	214.4	Auto-Union	B. Rosemeyer	Frankfurt-Darmstadt road, 1937
10 K (f)	212.3	Auto-Union	B. Rosemeyer	Frankfurt-Darmstadt road, 1937
10 M (f)	211.8	Auto-Union	B. Rosemeyer	Frankfurt-Darmstadt road, 1937

Record	Speed m.p.h.	Car	Driver(s)	Where and When Taken
120,000 K	64.79	Citroen	C. and L. Marchand and team	Montlhéry, 1932
130,000 K	64.84	Citroen	C. and L. Marchand and team	Montlhéry, 1932
140,000 K to 300,000K inclusive at speeds between 58.31 and 57.66		Citroen	C. and L. Marchand and team	Montlhéry, 1933
50 M	185.61	Mormon Meteor	Ab Jenkins	Utah, 1951
100 M	190.67	Mormon Meteor	Ab Jenkins	Utah, 1951
200 M	190.92	Mormon Meteor	Ab Jenkins	Utah, 1950
500 M	177.23	Mormon Meteor	Ab Jenkins	Utah, 1940
1,000 M	172.80	Mormon Meteor	Ab Jenkins, C. Bergere	Utah, 1940
2,000 M	170.36	Mormon Meteor	Ab Jenkins, C. Bergere	Utah, 1940
3,000 M	165.81	Mormon Meteor	Ab Jenkins, C. Bergere	Utah, 1940
4,000 M	150.53	Mormon Meteor	Ab Jenkins, E. A. Stapp	Utah, 1936
5,000 M	149.42	Mormon Meteor	Ab Jenkins, E. A. Stapp	Utah, 1936
10,000 M	89.71	Citroen	Marchand, Fortin, Vaillant, Le Roy de Présalé, Dusanter	Montlhéry, 1935
5,000 M	87.91	Matford-Yacco	Mme. Descollas, Mme. Siko, Mme. Orsini, Mlle. des Forest, Mlle. Hellé-Nice	Montlhéry, 1937
20,000 M	87.10	Matford-Yacco	Mme Descollas and team	Montlhéry, 1937
25,0000 M	84.14	Citroen	Marchand and team	Montlhéry, 1934
30,000 M	77.63	Citroen	C. and L. Marchand and team	Montlhéry, 1933
40,000 M	75.27	Citroen	C. and L. Marchand and team	Montlhéry, 1933
50,000 M	65.78	Citroen	C. and L. Marchand and team	Montlhéry, 1932
60,000 M	65.04	Citroen	C. and L. Marchand and team	Montlhéry, 1932
70,000 M	64.78	Citroen	C. and L. Marchand and team	Montlhéry, 1932
80,000 M	64.84	Citroen	C. and L. Marchand and team	Montlhéry, 1932
90,000 M to 180,000 M inclusive, at speeds between 58.25 and 57.65 m.p.h.		Citroen	C. and L. Marchand and team	Montlhéry, 1933
1 hour	190.68	Mormon Meteor	Ab Jenkins	Utah, 1950
3 hours	177.32	Mormon Meteor	Ab Jenkins	Utah, 1940
6 hours	172.38	Mormon Meteor	Ab Jenkins, C. Bergere	Utah, 1940
12 hours	170.21	Mormon Meteor	Ab Jenkins, C. Bergere	Utah, 1940
24 hours	161.18	Mormon Meteor	Ab Jenkins, C. Bergere	Utah, 1940
2 days	148.63	Mormon Meteor	Ab Jenkins, E. A. Stapp	Utah, 1936
3 days	90.43	Citroen	Marchand, Fortin, Vaillant, Le Roy de Présalé	Montlhéry, 1935
4 days	89.97	Citroen	Marchand and team	Montlhéry, 1935
5 days	89.69	Citroen	Marchand, Fortin, Vaillant, Le Roy de Présalé, Dusanter, Temino	Montlhéry, 1935
6 days	88.83	Matford-Yacco	Mme. Descollas and team	Montlhéry, 1937
7 days	87.91	Matford-Yacco	Mme. Descollas and team	Montlhéry, 1937
8 days	87.79	Matford-Yacco	Mme. Descollas and team	Montlhéry, 1937
9 days	87.50	Matford-Yacco	Mme. Descollas and team	Montlhéry, 1937
10 days	86.99	Matford-Yacco	Mme. Descollas and team	Montlhéry, 1937
11 days	83.90	Austin Spl., Yacco	Marchand, de Présalé, Bodecot, Fortin	Montlhéry, 1934
12 days	84.07	Austin Spl., Yacco	Marchand and team	Montlhéry, 1934

13 days to 38 days, inclusive: at speeds from 77.61 m.p.h. to 74.04 m.p.h. Citroen (C. and L. Marchand, Le Roy de Présalé, Fortin, Berteaux, Bodecot, Vaillant, Delépine, Duvivier), Montlhéry, 1933.

29 days to 54 days, inclusive: at speeds from 66.16 m.p.h. to 64.65 m.p.h. Citroen (C. and L. Marchand, Le Roy de Présalé, Fortin, Combettes), Montlhéry, 1932.

55 days to 133 days, inclusive: at speeds from 58.31 m.p.h. to 57.66 m.p.h. Citroen (C. and L. Marchand, Le Roy de Présalé, Fortin, Combettes, Bodecot, Vaillant, Berteaux), Montlhéry, 1933.

CLASS RECORDS

Record	Speed m.p.h.	Car	Driver(s)	Where and When Taken
The following are standing start records:				
50 K	136.52	Union 76 Spl.	F. Frame	Muroc, 1933
100 K	134.53	Bugatti	R. Benoist	Montlhéry, 1936
200 K	135.38	Bugatti	R. Benoist	Montlhéry, 1936
500 K	125.5	Bugatti	R. Benoist, P. Veyron	Montlhéry, 1936
1,000 K	126.41	Bugatti	R. Benoist, P. Veyron	Montlhéry, 1936
2,000 K	122.21	Bugatti	Veyron, Williams, Wimille	Montlhéry, 1936
3,000 K	123.74	Bugatti	Veyron, Williams, Wimille	Montlhéry, 1936
4,000 K	124.58	Bugatti	Veyron, Williams, Wimille	Montlhéry, 1936
5,000 K	110.81	Delahaye	Perrot, Dhome, Girod	Montlhéry, 1936
10,000 K	104.72	Delahaye	Perrot, Dhome, Girod	Montlhéry, 1936
15,000 K	89.33	Matford-Yacco	Mme. Descollas, Mme. Siko, Mme. Orsini, Mlle. des Forest, Mlle. Hellé-Nice	Montlhéry, 1937
20,000 K	88.29	Matford-Yacco	Mme. Descollas and team	Montlhéry, 1937
25,000 K	87.86	Matford-Yacco	Mme. Descollas and team	Montlhéry, 1937
30,000 K	87.54	Matford-Yacco	Mme. Descollas and team	Montlhéry, 1937
35,000 K	83.86	Austin Spl. Yacco	C. Marchand, de Présalé, Bodecot, Fortin	Montlhéry, 1934
40,000 K	84.13	Austin Spl. Yacco	C. Marchand and team	Montlhéry, 1934
50 M	139.61	Union 76 Spl.	F. Frame	Muroc, 1933
100 M	135.17	Bugatti	R. Benoist	Montlhéry, 1936
200 M	127.73	Bugatti	R. Benoist, P. Veyron	Montlhéry, 1936
500 M	127.00	Bugatti	R. Benoist, P. Veyron	Montlhéry, 1936
1,000 M	123.81	Bugatti	Veyron, Wimille, Williams	Montlhéry, 1936
2,000 M	123.86	Bugatti	Veyron, Wimille, Williams	Montlhéry, 1936
3,000 M	110.86	Delahaye	A. Perrot, M. Dhome, R. Girod	Montlhéry, 1934
4,000 M	110.40	Delahaye	A. Perrot and team	Montlhéry, 1934
5,000 M	109.89	Delahaye	A. Perrot and team	Montlhéry, 1934
10,000 M	87.98	Matford-Yacco	Mme. Descollas and team	Montlhéry, 1937
15,000 M	87.81	Matford-Yacco	Mme. Descollas and team	Montlhéry, 1937
20,000 M	87.10	Matford-Yacco	Mme. Descollas and team	Montlhéry, 1937
25,000 M	87.54	Matford-Yacco	Mme. Descollas and team	Montlhéry, 1937
1 hour	135.52	Bugatti	R. Benoist	Montlhéry, 1936
3 hours	125.99	Bugatti	R. Benoist, P. Veyron	Montlhéry, 1936
6 hours	126.90	Bugatti	R. Benoist, P. Veyron	Montlhéry, 1936
12 hours	123.25	Bugatti	Veyron, Williams, Wimille	Montlhéry, 1936
24 hours	123.93	Bugatti	Veyron, Williams, Wimille	Montlhéry, 1936
2 days	109.54	Delahaye	A. Perrot and team	Montlhéry, 1934

3 days to 10 days, inclusive: at speeds between 89.34 and 86.99 m.p.h. Matford-Yacco (Mmg. Descollas, Mme. Siko, Mme. Orsini, Mlle. des Forest, Mlle. Hellé-Nice), Montlhéry, 1937.

Record	Speed m.p.h.	Car	Driver(s)	Where and When Taken
11 days	83.90	Austin Spl. Yacco	C. Marchand, de Présalé, Bodecot, Fortin	Montlhéry, 1934
12 days	84.07	Austin Spl. Yacco	C. Marchand and team	Montlhéry, 1934

13 to 16 days, inclusive: at speeds between 66.43 and 65.90 m.p.h. Hotchkiss (De Corvaia, Delgutte, Tchernouski, Vasselle), Montlhéry, 1929.

Class D—2,001 to 3,000 c.c.

Record	Speed m.p.h.	Car	Driver(s)	Where and When Taken
1 K (s)	110.2	Mercedes-Benz	R. Caracciola	Dessau, 1939
1 K (f)	247.4	Mercedes-Benz	R. Caracciola	Dessau, 1939
1 M (s)	127.1	Mercedes-Benz	R. Caracciola	Dessau, 1939
1 M (f)	248.3	Mercedes-Benz	R. Caracciola	Dessau, 1939
5 K (f)	158.45	Miller Spl.	G. Barringer	Utah, 1940
5 M (f)	158.2	Miller Spl.	G. Barringer	Utah, 1940
10 K (f)	153.24	Miller Spl.	G. Barringer	Utah, 1940
10 M (f)	153.24	Miller Spl.	G. Barringer	Utah, 1940
The following are standing start records:				
50 K	146.76	Miller Spl.	G. Barringer	Utah, 1940
100 K	149.25	Miller Spl.	G. Barringer	Utah, 1940
200 K	150.15	Miller Spl.	G. Barringer	Utah, 1940
500 K	145.96	Miller Spl.	G. Barringer	Utah, 1940
1,000 K	114.28	Alfa Romeo	Raph, Chinetti, Pesato	Montlhéry, 1935
2,000 K	113.10	Alfa Romeo	Raph, Chinetti, Pesato, Bodoignet	Montlhéry, 1935
3,000 K	98.61	Citroen	C. Marchand, R. Fortin, de Présalé, Bodecot, Duvivier, Barbier	Montlhéry, 1934
4,000 K	97.61	Citroen	C. Marchand and team	Montlhéry, 1934
5,000 K	96.69	Citroen	C. Marchand and team	Montlhéry, 1934
10,000 K	90.48	Citroen	C. Marchand, Fortin, Vaillant, Le Roy de Présalé	Montlhéry, 1934
15,000 K	89.93	Citroen	C. Marchand, Fortin, Vaillant, de Présalé, Dusanter	Montlhéry, 1935
20,000 K	87.77	Citroen	C. Marchand, Fortin, Le Roy de Présalé, Berteaux, Bodecot, Vaillant, Delépine, Duvivier	Montlhéry, 1935

25,000 K and 80,000 K, inclusive: at speeds between 78.24 and 74.11 m.p.h. Citroen (C. and L. Marchand, R. Fortin, J. Delépine, C. Duvivier E. Berteaux, U. Vaillant, R. Bodecot, de Présalé), Citroen, Montlhéry, 1933.

90,000 K and 130,000 K, inclusive: at speeds between 65.37 and 64.76 m.p.h. Citroen (C. and L. Marchand, R. Fortin, Combettes, de Présalé), Montlhéry, 1932.

Record	Speed m.p.h.	Car	Driver(s)	Where and When Taken
50 M	148.68	Miller Spl.	G. Barringer	Utah, 1940
100 M	150.26	Miller Spl.	G. Barringer	Utah, 1940
200 M	150.12	Miller Spl.	G. Barringer	Utah, 1940
500 M	142.80	Miller Spl.	G. Barringer	Utah, 1940
1,000 M	112.95	Alfa Romeo	Raph, Chinetti, Pesato, Bodoignet	Montlhéry, 1935
2,000 M	98.60	Citroen	C. Marchand, R. Fortin, de Présalé, Bodecot, Duvivier, Barbier	Montlhéry, 1934
3,000 M	96.88	Citroen	C. Marchand and team	Montlhéry, 1934
4,000 M	96.16	Citroen	C. Marchand and team	Montlhéry, 1934
5,000 M	90.63	Citroen	C. Marchand, Fortin, Vaillant, de Présalé	Montlhéry, 1935
10,000 M	89.71	Citroen	C. Marchand and team	Montlhéry, 1935

15,000 M to 40,000 M, inclusive: at speeds between 89.71 and 75.27 m.p.h. Citroen (C. and L. Marchand, Fortin, Le Roy de Présalé, Berteaux, Bodecot, Vaillant Delépine, Duvivier), Montlhéry, 1933.

50,000 M to 80,000 M, inclusive: at speeds between 65.04 and 64.84 m.p.h Citroen (C. and L. Marchand, Fortin, Combettes, de Présalé), Montlhéry, 1932.

INTERNATIONAL CLASS

Record	Speed m.p.h.	Car	Driver(s)	Where and When Taken
1 hour	150.24	Miller Spl.	G. Barringer	Utah, 1940
3 hours	142.39	Miller Spl.	G. Barringer	Utah, 1940
6 hours	113.94	Alfa Romeo	Raph, Chinetti, Pesato, Bodoignet	Montlhéry, 1935
12 hours	112.47	Alfa Romeo	Raph and team	Montlhéry, 1935
24 hours	98.16	Citroen	C. Marchand, R. Fortin, de Présalé, R. Bodecot, C. Duvivier, F. Barbier	Montlhéry, 1934
48 hours	90.58	Citroen	C. Marchand, Fortin, Vaillant, de Présalé	Montlhéry, 1935
3 days	90.43	Citroen	C. Marchand and team	Montlhéry, 1935
4 days	89.97	Citroen	C. Marchand and team	Montlhéry, 1935
5 days	89.69	Citroen	C. Marchand and team	Montlhéry, 1935
6 days	87.83	Citroen	C. Marchand and team	Montlhéry, 1935
7 days	86.49	Citroen	C. Marchand, Fortin, Vaillant, de Présalé, Dusanter, Tomine, Brilhaut, Delaroche	Montlhéry, 1935

8 days to 28 days, inclusive: at speeds between 78.14 and 74.04 m.p.h. Citroen (C. and L. Marchand, Le Roy de Présalé, R. Forzin, E. Berteaux, R. Bodecot, A. Vaillant, C. Duvivier, J. Delépine), Montlhéry, 1933.

29 days to 54 days, inclusive: at speeds between 66.17 and 64.65 m.p.h. Citroen (C. and L. Marchand, Combettes, R. Fortin, Le Roy de Présalé), Montlhéry, 1932.

Class E—1,501 to 2,000 c.c.

1 K (s)	89.73	E.R.A.	R. Mays	Brooklands, 1934
1 K (f)	185.41	Italcorsa	P. Taruffi	Appian Way, Italy, 1951
1 M (s)	94.01	Bugatti	Prince F. Liechtenstein	Tat, 1930
1 M (f)	185.50	Italcorsa	P. Taruffi	Appian Way, Italy, 1951
5 K (f)	170.521	Gardner Spl.	A. T. G. Gardner	Jabbeke motor road, Belgium, 1948
5 M (f)	140.17	Derby Spl.	Mrs. Stewart	Montlhéry, 1934
10 K (f)	140.07	Derby Spl.	Mrs. Stewart	Montlhéry, 1934
10 M (f)	138.34	Derby Spl.	Mrs. Stewart	Montlhéry, 1933

The following are standing start records:

50 K	126.83	Derby-Miller	Mrs. Stewart	Montlhéry, 1932
100 K	124.58	Ferrari	L. Chinetti	Montlhéry, 1948
200 K	126.37	Ferrari	L. Chinetti	Montlhéry, 1948
500 K	112.27	Hotchkiss	G. E. T. Eyston	Montlhéry, 1935
1,000 K	112.26	Hotckhiss	G. E. T. Eyston, A. Denly	Montlhéry, 1935
2,000 K	99.33	Adler	Löhr, Heckel, von Guilleaume	Frankfurt-Virnheim road, 1936
3,000 K	100.27	Adler	Lohr, Guilleaume, Heckel, Orsich, Sauerwein	Frankfurt-Virnheim road, 1936
4,000 K	99.65	Adler	Lohr and team	Frankfurt-Virnheim road, 1936
5,000 K	96.66	Hotckhiss	G. E. T. Eyston, A. Denly	Montlhéry, 1934
10,000 K	77.39	A.C.	V. A. and Mrs. Bruce	Montlhéry, 1927
15,000 K	75.73	A.C.	V. A. and Mrs. Bruce	Montlhéry, 1927
20,000 K	68.06	Yacco Spl.	C. Marchand, Brilhaut, Cache, Combeau, Delaroche, Duvivier, Flambard, Gigot, Pouderoux, Belenfant, Fenouillet, Charles, Lavergne, Legrand, Rouy, Brion	Montlhéry, 1937
50 M	127.97	Derby Miller	Mrs. Stewart	Montlhéry, 1931
100 M	126.40	Ferrari	L. Chinetti	Montlhéry, 1948
200 M	117.67	Sunbeam	J. Dunfee, P. Bamler	Montlhéry, 1930
500 M	112.25	Hotchkiss	G. E. T. Eyston, A. Denly	Montlhéry, 1935
1,000 M	109.50	Hotchkiss	G. E. T. Eyston, A. Denly	Montlhéry, 1935
2,000 M	100.39	Adler	Lohr, Heckel, von Guilleaume	Frankfurt-Virnheim road, 1936
3,000 M	96.69	Hotchkiss	G. E. T. Eyston, A. Denly	Montlhéry, 1934
4,000 M	95.76	Hotchkiss	G. E. T. Eyston, A. Denly	Montlhéry, 1934
5,000 M	94.73	Hotchkiss	G. E. T. Eyston, A. Denly	Montlhéry, 1934
10,000 M	69.10	Yacco Rosalie VII	C. Marchand, R. Bodecot, R. Fortin, M. Lecoeur	Montlhéry, 1934
15,000 M	68.01	A.C.	V. A. and Mrs. Bruce	Montlhéry, 1927
1 hour	124.04	Ferrari	L. Chinetti	Montlhéry, 1943
3 hours	112.42	Hotchkiss	G. E. T. Eyston, A. Denly	Montlhéry, 1935
6 hours	110.91	Hotchkiss	G. E. T. Eyston, A. Denly	Montlhéry, 1935
12 hours	99.10	Adler	Löhr, Heckel, von Guilleaume	Frankfurt-Virnheim road, 1936
24 hours	99.79	Adler	Lohr, Heckel, von Guilleaume, Orsich, Sauerwein	Frankfurt-Virnheim road, 1936
48 hours	95.36	Hotchkiss	G. E. T. Eyston, A. Denly	Montlhéry, 1934
3 days	70.02	Yacco Spl.	C. Marchand, Brilhaut, Cache, Combeau, Delaroche, Duvivier, Flambard, Gigot, Pouderoux	Montlhéry, 1937
4 days	70.04	Yacco Spl.	C. Marchand, Brilhaut, Cache, Combeau, Delaroche, Duvivier, Flambard, Gigot, Pouderoux, Belenfant, Fenouillet	Montlhéry, 1937
5 days	69.78	Yacco Rosalie VII	C. Marchand, Bodecot, Fortin, Lecoeur	Montlhéry, 1934
6 days	69.09	Yacco Rosalie VII	C. Marchand and team	Montlhéry, 1934
7 days	67.85	Yacco Spl.	C. Marchand, Brilhaut, Cache, Combeau, Delaroche, Duvivier, Flambard, Gigot, Pouderoux, Belenfant, Fenouillet, Charles, Lavergne, Legrand	Montlhéry, 1937
8 days	68.19	Yacco Spl.	C. Marchand, Brilhaut, Cache, Combeau, Delaroche, Duvivier, Flambard, Gigot, Pouderoux, Belenfant, Fenouillet, Charles, Lavergne, Legrand, Rouy, Brion	Montlhéry, 1937

Class F—1,101 to 1,500 c.c.

1 K (s)	89.9	Maserati	G. Furmanik	Firenze-Mare Autostrada, 1937
1 K (f)	204.3	M.G.	A. T. G. Gardner	Dessau, 1939
1 M (s)	104.9	Maserati	G. Furmanik	Firenze-Mare Autostrada, 1937
1 M (f)	203.9	M.G.	A. T. G. Gardner	Dessau, 1939
5 K (f)	200.6	M.G.	A. T. G. Gardner	Dessau, 1939
5 M (f)	136.22	Packard Cable Spl.	L. Duray	Montlhéry, 1929
10 K (f)	138.92	Packard Cable Spl.	L. Duray	Montlhéry, 1929
10 M (f)	135.33	Packard Cable Spl.	L. Duray	Montlhéry, 1929

The following are standing start records:

50 K	127.81	Gardner M.G. Spl.	A. T. G. Gardner	Montlhéry, 1951
100 K	132.06	Gardner M.G. Spl.	A. T. G. Gardner	Montlhéry, 1951
200 K	136.69	Gardner M.G. Spl.	A. T. G. Gardner	Montlhéry, 1951
500 K	116.88	Porsche	Von Hanstein, Von Frankenburg	Montlhéry, 1950
1,000 K	115.69	Porsche	Mueller, Gloeckler, Ramelow, Von Hanstein, Von Frankenburg	Montlhéry, 1951
2,000 K	105.47	Inka	Momberger, Brudes, Schaufele, Meier	Montlhéry, 1950
3,000 K	95.27	Inka	Momberger, Brudes, Schaufele, Meier	Montlhéry, 1950
4,000 K	94.48	Inka	Momberger, Brudes, Schaufele, Meier	Montlhéry, 1950
5,000 K	98.91	Porsche	Von Hanstein, Ramelow, Von Frankenburg	Montlhéry, 1951
10,000 K	95.87	Porsche	Mueller, Gloeckler, Ramelow, Von Hanstein, Von Frankenburg	Montlhéry, 1951
15,000 K	65.59	Austin	Hess, Fisher, Walters, Jeavons	Montlhéry, 1950

20,000 K to 300,000 K, inclusive: at speeds between 58.55 and 57.72 m.p.h. Citroen (C. and L. Marchand, Le Roy de Présalé, R. Fortin, M. Combettes, R. Bodecot, A. Vaillant, E. Berteaux), Montlhéry, 1933.

50 M	130.60	Gardner M.G. Spl.	A. T. G. Gardner	Montlhéry, 1951
100 M	135.10	Gardner M.G. Spl.	A. T. G. Gardner	Montlhéry, 1951
200 M	116.51	Bugatti	P. Veyron	Montlhéry, 1934
500 M	114.29	Bugatti	P. Veyron	Montlhéry, 1934
1,000 M	107.30	Inka	Momberger, Brudes, Schaufele, Meier	Montlhéry, 1950
2,000 M	98.82	Porsche	Von Hanstein, Ramelow, Von Frankenburg	Montlhéry, 1951
3,000 M	91.76	Inka	Momberger, Brudes, Schaufele, Meier	Montlhéry, 1950
4,000 M	91.52	Inka	Momberger, Brudes, Schaufele, Meier	Montlhéry, 1950
5,000 M	97.18	Porsche	Mueller, Gloeckler, Von Hanstein, Von Frankenburg	Montlhéry, 1951
10,000 M	60.00	Austin	Hess, Walter, Jeavons, Fisher	Montlhéry, 1950

15,000 M. to 180,000 M, inclusive: at speeds between 58.52 and 57.65 m.p.h. Citroen (C. and L. Marchand, Le Roy de Présalé, R. Fortin, M. Combettes, R. Bodecot, A. Vaillant, E. Berteaux), Montlhéry, 1933

1 Hour	137.48	Gardner M.G. Spl.	A. T. G. Gardner	Montlhéry, 1951
3 hours	114.52	Bugatti	P. Veyron	Montlhéry, 1934
6 hours	114.74	Porsche	Mueller, Gloeckler, Ramelow, Von Hanstein, Von Frankenburg	Montlhéry, 1951
12 hours	105.48	Inka	Momberger, Brudes, Meier, Schaufele	Montlhéry, 1950
24 hours	98.79	Porsche	Mueller, Gloeckler, Ramelow, Von Hanstein, Von Frankenburg	Montlhéry, 1951
2 days	97.34	Porsche	Mueller, Gloeckler, Ramelow, Von Hanstein, Von Frankenburg	Montlhéry, 1951
3 days	94.66	Porsche	Mueller, Gloeckler, Ramelow, Von Hanstein, Von Frankenburg	Montlhéry, 1951

RECORDS . . . continued

Record	Speed m.p.h.	Car	Driver(s)	Where and When Taken
4 days	76.86	Adler	Hackel, von Guilleaume, Botzkes, Lohr, Hasse	Avus, Germany, 1935
5 days	65.52	Austin	Hess, Fisher, Walters, Jeavons	Montlhéry, 1950
6 days	63.62	Austin	Hess, Fisher, Walters, Jeavons	Montlhéry, 1950
7 days	59.58	Austin	Hess, Walters, Fisher, Jeavons	Montlhéry, 1950

8 days to 133 days, inclusive: at speeds between 58.64 and 57.66 m.p.h. Citroen (C. and L. Marchand, R. Fortin, Le Roy de Préssilé, M. Combettes, R. Bodecot, A. Vaillant, E. Berteaux), Montlhéry, 1933.

Class G—751 to 1,100 c.c.

Record	Speed m.p.h.	Car	Driver(s)	Where and When Taken
1 K (s)	82.1	Appleton-Riley	R. J. W. Appleton	Brooklands, 1936
1 K (f)	203.5	M.G.	A. T. G. Gardner	Dessau, 1939
1 M (s)	91.3	Appleton-Riley	R. J. W. Appleton	Brooklands, 1936
1 M (f)	203.2	M.G.	A. T. G. Gardner	Dessau, 1939
5 K (f)	197.5	M.G.	A. T. G. Gardner	Dessau, 1939
5 M (f)	144.6	M.G.	A. T. G. Gardner	Frankfurt-Darmstadt road, 1937
10 K (f)	129.8	M.G.	A. T. G. Gardner	Montlhéry, 1937
10 M (f)	129.4	M.G.	A. T. G. Gardner	Montlhéry, 1937

The following are standing start records:

Record	Speed m.p.h.	Car	Driver(s)	Where and When Taken
50 K	123.32	M.G.	A. T. G. Gardner	Montlhéry, 1937
100 K	121.68	M.G.	G. E. T. Eyston	Montlhéry, 1934
200 K	120.82	M.G.	G. E. T. Eyston	Montlhéry, 1934
500 K	108.89	M.G.	E. Hertzberger	Montlhéry, 1936
1,000 K	101.33	Porsche	Mueller, Ramelow, Gloeckler, Von Hanstein, Von Frankenburg	Montlhéry, 1951
2,000 K	90.124	Darl'mat	Ch. de Cortanze, Jean Pujol, Marcel and Maurice Goux, Eugene Martin	Montlhéry, 1947
3,000 K	84.95	Amilcar	A. Duray, J. and H. de Gavardie	Montlhéry, 1933
4,000 K	79.47	V. W. Eigenbau	Mueller, Gloeckler, Von Hanstein, Polensky	Montlhéry, 1950
5,000 K	78.32	V. W. Eigenbau	Mueller and team	Montlhéry, 1950
10,000 K	76.51	V. W. Eigenbau	Mueller and team	Montlhéry, 1950
15,000 K	65.88	Adler	Schweder, Hasse, Jaddatz, P. v. Guilleaume	Avus, 1935
50 M	120.72	M.G.	G. E. T. Eyston	Montlhéry, 1934
100 M	121.13	M.G.	G. E. T. Eyston	Montlhéry, 1934
200 M	109.74	M.G.	E. Hertzberger	Montlhéry, 1936
500 M	100.55	Porsche	Mueller, Gloeckler, Ramelow, Von Hanstein, Von Frankenburg	Montlhéry, 1951
1,000 M	89.81	Darl'mat	Cortanze, Pujol, Marcel and Maurice Goux, Martin	Montlhéry, 1947
2,000 M	85.01	Amilcar	A. Duray, J. and H. de Gavardie	Montlhéry, 1933
3,000 M	78.39	V.W. Eigenbau	Mueller, Gloeckler, Von Hanstein, Polensky	Montlhéry, 1950
4,000 M	76.5	V. W. Eigenbau	Mueller and team	Montlhéry, 1950
5,000 M	76.64	V. W. Eigenbau	Mueller and team	Montlhéry, 1950
10,000 M	66.09	Adler	Schweder, Hasse, Jaddatz, P. v. Guilleaume	Avus, 1935
1 hour	120.88	M.G.	G. E. T. Eyston	Montlhéry, 1934
3 hours	108.49	M.G.	E. Hertzberger	Montlhéry, 1936
6 hours	101.17	Porsche	Mueller, Gloeckler, Ramelow, Von Hanstein, Von Frankenburg	Montlhéry, 1951
12 hours	90.004	Darl'mat	Cortanze, Pujol, Marcel and Maurice Goux, Martin	Montlhéry, 1947
24 hours	85.07	Amilcar	A. Duray, J. and H. Gavardie	Montlhéry, 1933
2 days	77.5	V. W. Eigenbau	Mueller, Gloeckler, Von Hanstein, Polensky	Montlhéry, 1950
3 days	76.98	V. W. Eigenbau	Mueller and team	Montlhéry, 1950
4 days	66.64	Adler	Schweder, Hasse, Jaddatz	Avus, 1935
5 days	65.95	Adler	Schweder, Hasse, Jaddatz, P. v. Guilleaume	Avus, 1935
6 days	66.02	Adler	Schweder and team	Avus, 1935

Class H—751 to 750 c.c.

Record	Speed m.p.h.	Car	Driver(s)	Where and When Taken
1 K (s)	83.6	Austin	C. J. P. Dodson	Brooklands, 1936
1 K (f)	159.098	M.G.	A. T. G. Gardner	Ostend, 1946
1 M (s)	93.42	M.G.	B. Kohlrausch	Lyon, 1935
1 M (f)	159.151	M.G.	A. T. G. Gardner	Ostend, 1946
5 K (f)	150.467	M.G.	A. T. G. Gardner	Ostend, 1946
5 M (f)	128.08	M.G.	A. Denly	Montlhéry, 1933
10 K (f)	127.45	M.G.	A. Denly	Montlhéry, 1933
10 M (f)	125.56	M.G.	A. Denly	Montlhéry, 1933

The following are standing start records:

Record	Speed m.p.h.	Car	Driver(s)	Where and When Taken
50 K	118.15	Austin	C. J. P. Dodson	Brooklands, 1936
100 K	116.38	Austin	C. J. P. Dodson	Brooklands, 1936
200 K	111.04	M.G.	R. J. Horton	Brooklands, 1934
500 K	96.63	D.B.	Bonnet, Bayol, Aunaud, Bouchard	Montlhéry, 1950
1,000 K	97.06	D.B.	Bonnet and team	Montlhéry, 1950
2,000 K	95.24	D.B.	Bonnet and team	Montlhéry, 1950
3,000 K	64.36	Simca Fiat	Gordini, Maillard-Brune, J. Viale, A. Alin	Montlhéry, 1937
4,000 K	64.26	Simca Fiat	Gordini and team	Montlhéry, 1937
5,000 K	84.77	Monopole-Poissy	Hémard, Hémard	Montlhéry, 1951
50 M	116.65	Austin	C. J. P. Dodson	Brooklands, 1936
100 M	115.06	M.G.	C. J. P. Dodson	Brooklands, 1936
200 M	95.02	M.G. Midget	A. Denly, G. E. T. Eyston	Montlhéry, 1932
500 M	96.85	D.B.	Bonnet, Bayol, Aunaud, Bouchard	Montlhéry, 1950
1,000 M	96.15	D.B.	Bonnet and team	Montlhéry, 1950
2,000 M	86.41	Monopole-Poissy	R. Cornu, E. Dussous, A. Guerne, R. Lienard, J. and P. Hémard, J. de Montrémy	Montlhéry, 1951
3,000 M	64.16	Simca Fiat	Gordini, Maillard-Brune, J. Viale, A. Alin	Montlhéry, 1937
1 hour	113.99	Austin	C. J. P. Dodson	Brooklands, 1936
3 hours	97.73	D.B.	Bonnet, Bayol, Aunaud, Bouchard	Montlhéry, 1950
6 hours	96.98	D.B.	Bonnet and team	Montlhéry, 1950
12 hours	96.30	D.B.	Bonnet and team	Montlhéry, 1950
24 hours	86.46	Monopole-Poissy	R. Cornu and team	Montlhéry, 1951
48 hours	78.78	Monopole-Poissy	R. Cornu and team	Montlhéry, 1951

Class I—351 to 500 c.c.

Record	Speed m.p.h.	Car	Driver(s)	Where and When Taken
1 K (s)	74.69	Citius	G. von Opel, F. Lehder	Munich-Ingolstadt road, 1951
1 K (f)	162.6	Eigenbau N.S.U.	F. Lehder	Munich-Ingolstadt road, 1951
1 M (s)	85.90	Citius	G. von Opel, F. Lehder	Munich-Ingolstadt road, 1951
1 M (f)	158.0	Eigenbau N.S.U.	F. Lehder	Munich-Ingolstadt road, 1951
5 K (f)	159.1	Eigenbau N.S.U.	F. Lehder	Munich-Ingolstadt road, 1951
5 M (f)	129.692	Tarf	P. Taruffi	Brescia motor road, 1949
10 K (f)	154.9	Eigenbau N.S.U.	F. Lehder	Munich-Ingolstadt road, 1951
10 M (f)	108.0	Nibbio	Count Lurani	Dessau, 1938

The following are standing start records:

Record	Speed m.p.h.	Car	Driver(s)	Where and When Taken
50 K	99.30	Cooper	W. S. Aston	Montlhéry, 1951
100 K	99.59	Cooper	W. S. Aston	Montlhéry, 1951
200 K	99.13	Cooper	W. S. Aston	Montlhéry, 1951
500 K	68.30	Standard	R. K. von Fachsenfeld, F. Meyer	Montlhéry, 1933
1,000 K	63.95	D.K.W.	R. von K. Fachsenfeld, F. Meyer	Montlhéry, 1930
2,000 K	61.08	D.K.W.	R. von K. Fachsenfeld, F. Meyer	Montlhéry, 1930
50 M	99.50	Cooper	W. S. Aston	Montlhéry, 1951
100 M	99.41	Cooper	W. S. Aston	Montlhéry, 1951
200 M	86.99	Kieft-Norton	S. Moss, K. A. Gregory, J. Neill	Montlhéry, 1950
500 M	64.57	D.K.W.	R. von Koenig Fachsenfeld, F. Meyer	Montlhéry, 1930
1,000 M	62.56	D.K.W.	R. von Koenig Fachsenfeld, F. Meyer	Montlhéry, 1930
1 hour	99.41	Cooper	W. S. Aston	Montlhéry, 1951
3 hours	82.98	Fiat	R. Cecchini	Monza, 1938
6 hours	67.70	Standard	R. von Koenig Fachsenfeld, F. Meyer	Montlhéry, 1933
12 hours	63.65	D.K.W.	R. von Koenig Fachsenfeld, F. Meyer	Montlhéry, 1930
24 hours	56.85	D.K.W.	R. von Koenig Fachsenfeld, F. Meyer	Montlhéry, 1930

Class J—up to 350 c.c.

Record	Speed m.p.h.	Car	Driver(s)	Where and When Taken
1 K (s)	63.29	Nibbio (Guzzi)	Count J. Lurani Cernuschi	Ostend, 1947
1 K (f)	132.6	Eigenbau N.S.U.	G. von Opel	Munich-Ingolstadt road, 1951
1 M (s)	73.007	Nibbio (Guzzi)	Count J. Lurani Cernuschi	Ostend, 1947
1 M (f)	132.1	Eigenbau N.S.U.	G. von Opel	Munich-Ingolstadt road, 1951
5 K (f)	117.51	M.G.	A. T. G. Gardner	Jabbeke motor road, Belgium 1950
5 M (f)	96.31	Nibbio (Guzzi)	Count J. Lurani Cernuschi	Ostend, 1947
10 K (f)	120.2	Eigenbau N.S.U.	G. von Opel	Munich-Ingolstadt road, 1951
10 M (f)	77.23	Vitesse	G. B. Gush	Brooklands, 1934

The following are standing start records:

Record	Speed m.p.h.	Car	Driver(s)	Where and When Taken
50 K	90.62	Cooper	J. N. Cooper	Montlhéry, 1951
100 K	92.13	Cooper	J. N. Cooper	Montlhéry, 1951
200 K	91.89	Cooper	J. N. Cooper	Montlhéry, 1951
500 K	51.66	Vitesse Spl.	C. Windsor-Richards, Selby, Le Croissette	Brooklands, 1934
50 M	92.04	Cooper	J. N. Cooper	Montlhéry, 1951
100 M	91.80	Cooper	J. N. Cooper	Montlhéry, 1951
200 M	52.38	Vitesse Spl.	C. Windsor-Richards, Selby	Brooklands, 1934
500 M	48.26	Vitesse Spl.	C. Windsor-Richards, Selby	Brooklands, 1934
1 hour	90.27	Cooper	J. N. Cooper	Montlhéry, 1951
3 hours	68.17	Kieft-Norton	S. Moss, K. A. Gregory, Neill	Montlhéry, 1950
6 hours	51.65	Vitesse Spl.	C. Windsor-Richards, Selby, Le Croissette	Brooklands, 1934
12 hours	42.89	Vitesse Spl.	C. Windsor-Richards, Selby, Le Croissette	Brooklands, 1934
24 hours	21.44	Vitesse Spl	C. Windsor-Richards, Selby, Le Croissette	Brooklands, 1934

Disconnected Jottings

BY THE SCRIBE
Drawings by Barry Appleby

On the Bench

ONE thing is becoming increasingly obvious as front suspension improves and speed round corners goes up as a result. Those manufacturers who fit bench front seats will have to do something about sideways throw. Three of us recently covered a considerable mileage fast in such a car —all in front—and the throw on corners became rather tedious. The outside passenger clung to the door pull, and the middle one clung to the outsider in order to save the driver from being squeezed on left-hand bends; on right-hand bends it did not matter so much.

The easy answer would be arm-rests, if only the seat were wide enough for two in front to want only two of

On left-hand bends.

the three seats; but the seat is rarely *that* wide, and it is not possible, or cheap, to provide two sets of arm-rests, two for use with three people and one for use with two (this is getting very mathematical). I am all in favour of a handy grab rail, which might well go right across and be used to take some of the body stress. Of course, you may retort that it is not necessary to go at such speeds round corners, and I quite agree; but there are times when speed is necessary, and in my life I find that they occur quite frequently. I am sorry, therefore, but I must insist that something ought to be done about it.

✦ ✦ ✦

Fools Rush In

ON the subject of drink and driving there is not much to be said, but I wish those who are agitating so violently would make sure they know what they are talking about. Some people at the moment want severe penalties for the driver who has taken "just one or two," and someone else is about to show the dire effects of "one or two" on driving. They may well keep quiet about the results, for the last survey I remember was a very thorough one carried out under medical supervision in the U.S.A., and this, unfortunately, showed that a driver who had had the odd drink was much quicker in his reactions, and more skilful, than if he hadn't. That does not mean that I advocate drinking while driving, but it shows how carefully this subject needs approaching.

✦ ✦ ✦

Reflections

THE nuisance of reflections in the screen seems to be on the increase again, and although these do not bother some drivers, they certainly do me. It is hard to understand how bad reflections are permitted. We all learn at school that the angle of incidence equals the angle of reflection, and all that the manufacturer need do, having decided the angle of his screen, is to observe which of the oddments are going to be reflected in it. Then he makes sure that they are dark in colour, and, if possible, matt-surfaced, whereupon no one is bothered in the slightest.

✦ ✦ ✦

Analogies

RESPONSE to recent articles in this journal on suspension, in which such terms as slip angle, drift angle and suchlike occurred inevitably, has shown that these steering phenomena are far from easily grasped. I think those who find difficulty in doing so might be helped if they considered the passage of a car on a corner more generally, and gave up trying to grasp the real intricacies of the business. In general terms, what is happening to a car on a corner is much the same as happens to an aircraft which you see passing overhead in a high cross-wind, or to a ship that is trying to make a straight line with half a gale on the beam. The former points in one direction and goes in another—drifting in the true sense—and the latter needs a certain amount of helm in order to proceed in a straight line. But perhaps that is not helpful after all?

✦ ✦ ✦

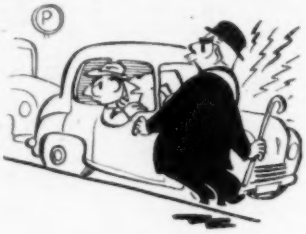
Convention

IT is always very difficult to break away from convention, as becomes apparent as soon as you start thinking in terms of cars. The other day a friend and I were discussing the difficulty of using the true monocoque structure in an open car, which is almost impossible unless you are going to force the occupants to climb a five-barred gate—or something similar—on the way in. Straight away, you see, we were thinking in terms of the conventional entry. Shaking off the cobwebs, we began to discuss the possibility of getting in from the rear, not very hopefully; but at least we were assuming the monocoque structure as a structure on its own, to be built round and not dominated by the body details. Of course, we did not get very far, but there seemed some hope for the future in a rear-engined model with a fairly high driving position in a tear-drop shape; and with a front door and a step up over the front suspension, such of it as strays out towards the middle.

✦ ✦ ✦

Horn Rings

THE horn ring is an excellent device, but I wish manufacturers would put it under the wheel instead of above, because reversing usually means horn-blowing on the car with a ring. The French idea of the extension arm just below the wheel with lots of jolly gadgets on it, including the horn, was always a good one and could be more widely followed,



Means horn-blowing.

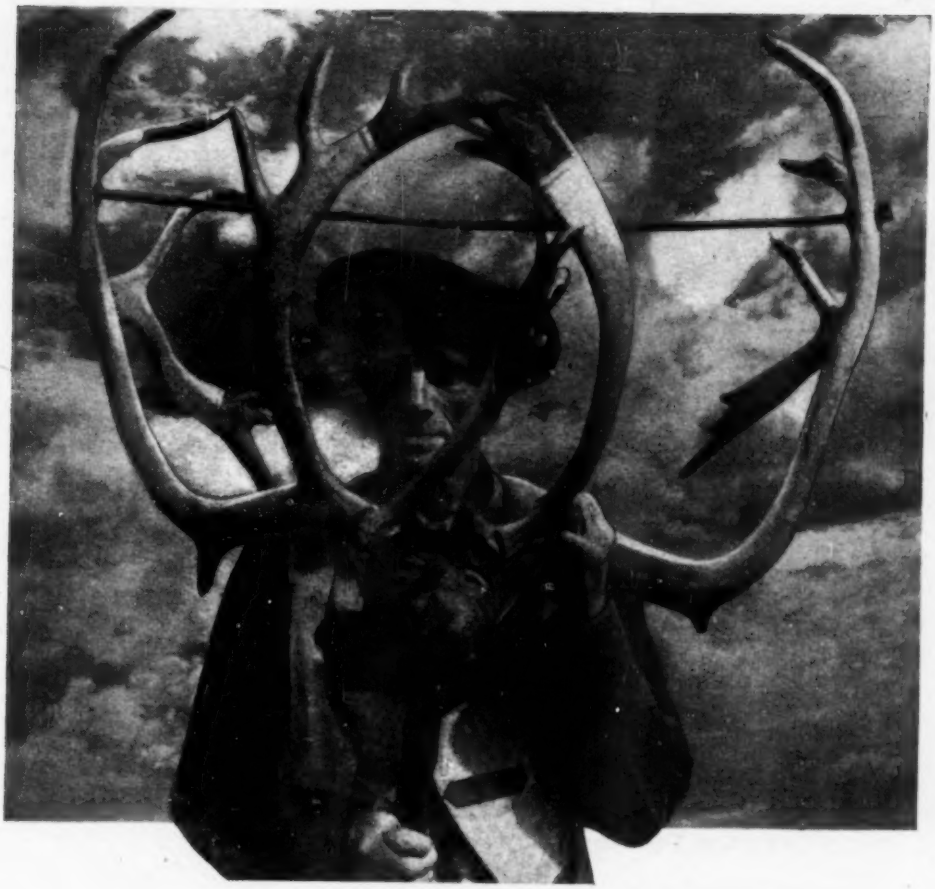
but this does not imply a criticism of the central button in the steering wheel boss. This is the fitment on my car and I seem to be able to find it when I want it. The ring is, though, just that little bit more convenient and, I suppose, safer, because the hand need not leave the rim of the steering wheel.

✦ ✦ ✦

Cooling Off

NOT many cars nowadays emit the sharp cracks that accompany the cooling of dissimilar metals in juxtaposition, but mine is one of them, and I think I should miss the sound. As one locks the door of the garage and turns to go it seems almost as if the car calls goodnight through the closed door. I put it down to the light alloy head in comparison with the block, but a friend says it is much more likely to be the exhaust manifold, owing to its very high temperature compared with that of the head.

Another friendly, though somewhat alarming, noise at first experience, is the drip, drip of oil from the connecting rods and suchlike back into the sump after one has stopped the revolutions.



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NEWS and VIEWS

Too Many Cars!

ITALY has too many cars—or not enough customers. Production has risen from nearly 44,000 vehicles in 1947 to 130,000 in 1950 (of which 88 per cent were Fiats) and now the home market is saturated.

Canada Exports

LAGGING home sales in Canada have forced manufacturers in the Dominion to make a more determined effort to capture export orders. The result has been that export sales in October accounted for 44.26 per cent of production, compared with five per cent in January. The October car production total was 20,732.

Daimler Long Service

ON December 14 the Daimler "Old Boys" held their fourth annual dinner. This meeting has all the happy nature of a family affair, and the Daimler long service men are proud of their company and of themselves, and well they may be, for the 504 members have a total service of 17,942 years! Five members have served for 50 years, 28 for 45 years, 95 for 40 years, 179 for 35 years, 89 for 30 years, and 108 for 25 years.

Mr. J. Leek, C.B.E., managing director of the Daimler Group, of B.S.A. Cycles and of B.S.A. Guns, and a director of B.S.A., who presided, said in his welcoming speech that one of the things wanted in this world today was a sense of responsibility which would get to grips with realities. Sir Patrick Hannon, deputy chairman of B.S.A., made one of his customary sparkling speeches which paid tribute to the Lanchester family and to the fact that Daimler and Lanchester cars existed long before many other cars had been heard of.

Later in the evening Mr. R. B. Cole, assistant managing director, took the chair, and presided over presentations to many of the long service men. He paid special tribute to the late Mr. E. H. W. Cooke, who founded the Association in 1938. The oldest member to receive a presentation was Mr. Jock Little, who was 91 on December 20.

Bristol exhibition: Employees and their families were the 2,000 guests of the Bristol Aeroplane Company's Car Division on December 16. In an extension of the service department, past and present Bristol models, two Bristol-powered Frazer-Nashes, and many 1951 trophies won by F.-N.s were on show.

A Glance in the Rear Mirror

1951 was not a year of great motoring events; it was, apart from the sporting side, a year during which motorists felt helplessly that action was needed to break the deadlock of production and delivery. Only the General Election had any significant bearing on such major matters, however, and for the remainder the following forms a summary of the year's happenings.

JANUARY: *On New Year's Day the first Ford Consul was driven off the production lines at Dagenham; it is now a familiar sight on the roads of the world. On the roads of Oxfordshire there appeared another innovation—"Q cars"—disguised police cars with the intention of checking dangerous driving. The Dewar Trophy was awarded to the Rover company for their work on turbocars, and on January 11 the Midland Automobile Club celebrated its jubilee—one more reminder of the increasing age of motoring. The Jaguar company introduced the fixed-head version of the XK120 coupé, and on the last day but one of the month Professor Porsche, designer of the Volkswagen, died in Germany.*

APRIL: *The Budget, introduced on April 10, was a stiff one for motoring. An increase in the tax per gallon of petrol brought the price up to 3s 6d (it has since gone up farther), and purchase tax on all new cars was raised to 66⅔ per cent.*

MAY: *On May 3 the Festival of Britain opened to a public that was by no means festive-minded. It had been planned, some years previously, to demonstrate that Britain was as resilient as ever, but international events gave it an unfortunate setting, for during the month the quarrel between the Persian Government and the Anglo-Iranian Oil Company began, which was to lose for Britain (and motoring) the largest refinery in the world at Abadan.*

JUNE: *In twenty-one days of midsummer the Austin A.40 Sports model circled the globe with the aid of an aircraft, a big publicity stunt for British cars. On June 29 the death occurred of G. Geoffrey Smith, for many years Editorial Director of this journal.*

JULY: *A small but significant victory for freedom was gained in July by a motorist who refused to show his identity card to a policeman who requested it. After legal argument, the police decided to relinquish the convenience which identity card production allowed them to enjoy. The Jaguar XK120 branched out into a further model during the month—the XK120C, a high-performance competition car.*

AUGUST: *New Vauxhall models appeared during this month, first products of a big reorganization of production at Luton.*

SEPTEMBER: *Some compensation for the loss of Abadan refinery materialized in this month by the opening, on September 14, of the Esso refinery at Fawley. The steel rolling mill at Margam, South Wales, was also in operation by September, but sheet steel supplies were by now limited by raw materials and not rolling capacity. In this month the 3-litre Daimler, one of the few new models of the year, was introduced.*

OCTOBER: *On the 17th the London Show opened and the new Austin Seven was introduced. On the 25th during the Show period, the General Election took place. The Government changed, the Conservatives being returned to power for the first time since the end of the war.*

NOVEMBER: *Perhaps the biggest motoring news item of the year was the announcement, on November 23, of the amalgamation of Austin and Nuffield. Apart from the brief announcement of the event, no further details were available.*

DECEMBER: *The year closed on a quiet note, but even so* The Autocar *represented it to a surprising degree. Motoring in 1951 gave rise to 1,674 pages in the year's issues (in 1950 there were 1,346) and to 33 Road Tests. While this was by no means an example of "bricks without straw," it represented considerable journalistic activity in a year when the industry and its home customers were marking time.*

NEWS and VIEWS

continued

Kaiser in Mexico

KAISER-FRAZER'S Mexican subsidiary has now gone into action, the plant assembling cars for the Latin-American area. Labour is predominantly Mexican. During 1951 the principal imports into Mexico have been cars and their accessories.

September Registrations

THE number of cars registered during September for the first time in the United Kingdom totalled 9,564, of which 807 were used vehicles. This was a low figure compared with the average for this year, the nine-month total being 104,581 (5,748 used).

The Australian Industry

ACCORDING to the official figures on the Australian motor industry given by the Commonwealth Statistician, there were 72 construction and assembly factories working in 1949-50. Motor bodybuilders had 746 factories, and accessory manufacturers had 133. Total value of output in construction and assembly was £15,737,000.

Stop Lights and Signals

ASKED in the House of Commons whether he would make traffic indicators compulsory on left-hand drive vehicles, the Minister of Transport said that it was intended eventually to require direction indicators and stop lights on motor vehicles generally. He did not feel justified in treating left-hand drive vehicles specially in this respect.

Export Fight

INCREASING difficulties in obtaining export orders for cars were mentioned by Sir John Black in his speech at the annual general meeting of the Standard company held this month. He said that export of Standard and Triumph cars was continuing satisfactorily, but problems were arising in several markets, which might prevent the achievement of the percentage record of 80.7 which had been established during the past year.

U.S. Outlook

SPEAKING at a luncheon given in his honour by the *New Yorker*, Sir William Rootes said in New York that the U.S. sales of British cars in 1951 had shown a decided increase, and that leading dealers had told him that they expected a further increase next year.

Especially large increases were expected in sports cars, he said, where sales seemed to depend upon manufacturers' output. Dealers felt that in the lower-priced field a solid basis of satisfied customers had been formed, from which continued gains should be made. He added that he hoped that the U.S.A. would help in easing the most important bottleneck of steel.

By the Million

NEARLY 7,000,000 vehicles were built in the U.S.A. in 1951—and this was 15 per cent down on 1950 because of restrictions on the use of materials. Total car production was 5,375,000 compared with 6,665,863 in 1950.

Perhaps the most staggering aspect of motor vehicles in the U.S.A., however, is the number on the road. This year has been a record, with over 50,000,000 (compared with fewer than 5,000,000 in Britain). Nearly 43,000,000 of this total were cars. The average age of cars was 7.3 years.

An example of the American standard of living is contained in the motoring statistics: *half* the nation's workers go to their jobs by car. Twenty-seven per cent of car-owning families have more than one car, and 15,000,000 cars are fitted with radio.

Expected to be in service on the Dover - Boulogne route in the spring, the newly launched *s.s. Lord Warden* should ease cross-Channel car ferry congestion. It is equipped to carry 120 cars.

A.A. Retirement

THE Automobile Association announced last week that Mr. J. F. Hedley, the deputy secretary, will be retiring at the end of this year and will be succeeded by Mr. K. L. Kelly, who, for some years, has been mainly engaged in the Parliamentary work of the Association.

The ancient wall of Rome is a tourist attraction — but pity the resident motorist! This is a jam forming at the Porta Pinciana, and is one of the reasons why Roman traffic experts are driven to desperation.

JAGUAR

1951 Successes

★ **RALLYE DU SOLEIL,** *April 16-18.* Jaguar 1st, 2nd, 3rd, 4th, 6th in General Classification.

★ **TULIP RALLY,** *April 22-28.* Jaguar 1st, 2nd, 9th in the Over 1500 c.c. Class.

★ **R.A.C. BRITISH RALLY,** *May 2-7.* Jaguar 1st, 4th, 5th, 6th, 7th, 8th, 9th, 10th in the Over 1500 c.c. Open Class.

★ **SILVERSTONE PRODUCTION CAR RACE,** *May 5.* Jaguar 1st, 2nd, 3rd, 4th, 5th in Unlimited Class. Also Team Prize.

★ **SPA PRODUCTION CAR RACE,** *May 20.* Jaguar 1st in Unlimited Class. Also fastest lap of day.

★ **LE MANS 24 HOURS GRAND PRIX D'ENDURANCE,** *June 24-25.* Jaguar 1st. Also record distance, speed and lap.

★ **ALPINE TRIAL,** *July 13-21.* Jaguar gained two Alpine Cups.

★ **LIEGE-ROME-LIEGE RALLY,** *August 15-19.* Jaguar 1st, 2nd, 5th and Team Prize.

★ **ULSTER T.T. RACE,** *September 15.* Jaguar 1st, 2nd, 4th. Also Team Prize and Distance Award.

★ **B.A.R.C. GOODWOOD MEETING,** *September 29.* Jaguar 1st, in Sports Car Race. Jaguar 1st (from scratch) 2nd, 3rd in Sports Car Handicap.

DEC. 6 THE ROYAL AUTOMOBILE CLUB

awarded the

DEWAR TROPHY

to Jaguar Cars Ltd.

for the most outstanding engineering and technical achievement during 1951

The Award has been conferred by the Royal Automobile Club in consideration of Jaguar's achievements under the Competition Rules of the R.A.C.

makes molehills
out of mountains!

POWER

POWER PETROL

The name to remember when brands return

The Autocar ROAD TESTS

High bumpers enable the Aronde to avoid parking damage from larger cars. The lines are clean and modern and the clearance is good.

DATA FOR THE DRIVER

SIMCA ARONDE

PRICE, in France, with saloon body, 725,000 francs = £755 at 960 francs = £1. Not available in Great Britain.

ENGINE : 12.8 h.p. (R.A.C. rating), 4 cylinders, overhead valves, 72 × 75 mm, 1,221 c.c. Brake Horse-power : 45 at 4,500 r.p.m. Compression Ratio : 6.8 to 1. Max. Torque : 61 lb ft at 2,600 r.p.m. 15.8 m.p.h. per 1,000 r.p.m. on top gear.

WEIGHT (in running trim with 5 gals fuel) : 18 cwt 3 qr 7 lb (2,107 lb). Front wheels 51 per cent ; rear wheels 49 per cent. LB per C.C. : 1.7. B.H.P. per TON : 47.8.

TYRE SIZE : 5.50-15in on bolt-on steel disc wheels.

TANK CAPACITY : 8.8 English gallons. Approximate fuel consumption range, 30-35 m.p.g. (9.4-8.1 litres per 100 km.).

TURNING CIRCLE : 34ft 5in (L and R). Steering wheel movement from lock to lock : 2¾ turns. LIGHTING SET : 12-volt.

MAIN DIMENSIONS : Wheelbase, 8ft 0½in. Track, 4ft 0½in (front) ; 4ft 0½in (rear). Overall length, 13ft 4in ; width, 5ft 1½in ; height, 4ft 11½in. Ground Clearance : 6¼in.

ACCELERATION

Overall gear ratios	From steady m.p.h. of 10-30 sec	20-40 sec	30-50 sec	40-60 sec
4.77 to 1	14.6	13.6	14.4	17.4
7.01 to 1	9.1	8.4	10.1	14.6
11.35 to 1	5.4	—	—	—
17.65 to 1	—	—	—	—

From rest through gears to :—

	sec		sec
30 m.p.h. ..	6.3	60 m.p.h. ..	27.3
50 m.p.h. ..	16.7		

SPEEDS ON GEARS :

	M.p.h. (normal and max)	K.p.h. (normal and max)
(by Electric Speedometer)		
1st	18—25	29—40
2nd	30—39	48—63
3rd	50—66	80—106
Top	73.5	118

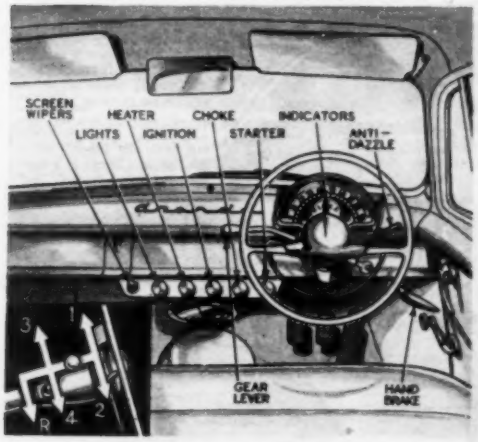
Speedometer correction by Electric Speedometer :—

Car Speedometer		Electric Speedometer m.p.h.
10	=	10.5
20	=	19.5
30	=	27.0
40	=	36.0
50	=	45.0
60	=	54.0
70	=	64.0
84	=	79.0

WEATHER : Cold, dry ; no wind. Air temperature 30 deg F.

Acceleration figures are the means of several runs in opposite directions.

Described in "The Autocar" of June 8, 1951.



No. 1452 : SIMCA ARONDE SALOON

BEFORE the war Simca, or, to give them their full name, Société Industrielle de Mécanique et Carrosserie Automobile, used to build the Fiat 500 and Fiat 1100 under licence in France, and, although the close connection implied between the two companies did not survive the war, a similar policy was continued in the immediate post-war period. This year, however, the company launched an independent programme, with the introduction of the Simca Aronde, a new unit-construction car of very up-to-date lines, with signs of the Fiat association still to be seen in the engine and transmission. The power unit is directly developed from the Fiat 1100, with the swept volume increased to 1,221 c.c., and the use of a counterbalanced three-bearing crankshaft has assisted in raising the output to 45 b.h.p. The four-speed gear box, with synchromesh on second, third and top, follows the Fiat tradition and is operated by a steering-column lever. Suspension at the front is by coil springs and wishbones; rear suspension is by half-elliptic springs which are given a variable rate by extra leaves coming into action at part load. The Aronde ranks as a new French family car of special interest, but there is still a measure of collaboration between Simca and Fiat; the car recently tested was a right-hand drive export model placed at the disposal of *The Autocar* by Fiat (England), Ltd.

The Aronde offers adequate space for four people, plus a good amount of luggage, and yet the weight has been kept down to approximately 18¾ cwt. This raises hopes of an interesting performance, and after putting the car through the standard Road Test routine it seems that it is destined to enjoy an outstanding reputation for speed, acceleration and economy. The maximum speed approaches 80 m.p.h. (quoting from the best-direction test run), but the fuel consumption is rarely worse than 30 m.p.g., and at more moderate speeds figures of 35 m.p.g. or better can be obtained. The gear ratios are well chosen and the ride is level and unusually comfortable, with the result that high average speeds can be maintained without fatigue; it is possible to cover 50 miles in the hour in this car even in England. Some of the acceleration figures, both on the gears and through the gears, are better than those shown by cars with engines up to 1½ litres. Except from quite low speeds the engine is not felt as a four-cylinder.

This car makes an excellent impression as a quick, eager performer, with a great appetite for miles but only a modest thirst for petrol. On the open road it will hold a cruising speed of 70 m.p.h. with a remarkable absence of fuss, and with a full load it will accelerate briskly up most main road

The conventional radiator grille is eliminated in favour of a functional air intake flanked by direction indicator lamps. Below the bumper are air slots to cool the brakes.

A big curved rear window gives a good range of vision. The twin tail lamps have extra filaments to act as stop lamps and direction indicators. Below them are the red reflectors compulsory in France.

ROAD TEST . . . . continued

gradients on top gear. The engine runs freely and smoothly up to high revolutions, encouraging use of the gears to obtain a commanding performance quite unusual in this size of car; but for more leisurely occasions top gear will produce satisfactory acceleration from speeds of about 12 m.p.h. Manœuvring in crowded traffic is assisted by a small turning circle and by a steering gear which, although requiring only 2¼ turns from lock to lock, is quite light in action.

Comfort in the rear seats is good and passengers find it easy to enter or leave the car at front or rear, because of wide doors which open fully on forward-mounted hinges.

There are, however, one or two features which are somewhat unexpected in view of the remarkable record of success amassed by Simca cars in international rallies and sports car races. The Aronde has a definite tendency to oversteer, whether with a full load and luggage or with the driver only on board. This calls for some concentration when travelling fast on wet roads, and makes a certain amount of finesse necessary in handling the steering when ice is encountered. The effects, however, are mitigated by the general excellence of the suspension, which not only gives comfortable insulation from road shocks but also shows a praiseworthy resistance to pitching and roll. The steering itself is both light and accurate, and when once the driver has become familiar with the characteristics of the car he can maintain high average speeds in safety under most conditions. A light hand on the wheel gives the best results.

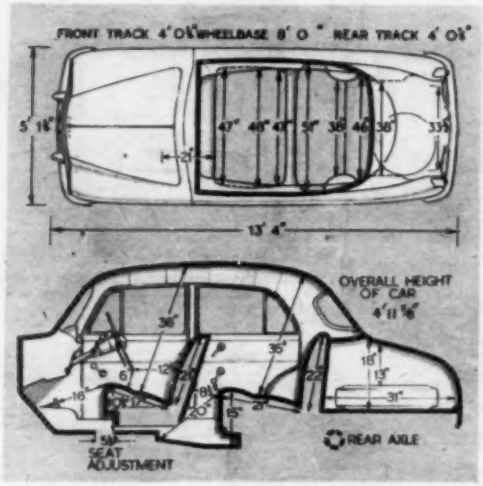
The gear change, although quick, is not as positive in action as one could wish. Whilst the synchromesh is effective for general purposes the mechanism does not lend itself to the type of quick gear change which users of these cars will employ in competitions and, even if it did, the clutch is not very happy when full-throttle gear changes are attempted. These are severe standards by which to judge an ordinary family car, and they come to mind only because of the excellent sporting reputation the make enjoys. It must be mentioned, therefore, that the creditable acceleration figures shown in the tabulations were obtained by ordinary driving methods, which yield results fully adequate for all normal motoring. First gear is noticeably noisy. The brakes require a fairly heavy initial pressure on the pedal, but they have adequate power and showed no tendency to fade when used hard from high speeds several times in quick succession.

Attractive Interior

The interior trim and equipment reach a remarkably high level of harmony, coherence and good taste in a plain style, with every item blending into the general effect in a way which is unusual in a small quantity produced car. The instruments are neatly grouped in front of the driver, inside a shroud which prevents reflections in the windscreen at night. There is a big speedometer, which proved rather optimistic in its speed recordings although reasonably accurate on distance covered, while above it are a fuel gauge and oil pressure indicator; this seems to have only two positions, On and Off, and is supplemented by a red warning light in the event of complete oil-pressure failure. There is the usual dynamo charging light, and another useful red light which gives warning when the tank is down to the last 1½ gallons, equivalent to something over 50 miles of motoring. The instrument lighting can be regulated through a rheostat switch.

The wheel is a slim two-spoke type with a half ring underneath, operating a typically Continental high-pitched horn. A switch on the steering column works flashing indicator lights at front and rear of the car; it is not self-cancelling, but a brilliant tell-tale light in the instru-

Forward-hinged doors open wide, revealing an interior finished with unusual simplicity and good taste. Upholstery is in a combination of check cloth and plastic material. Instruments are neatly grouped in front of the driver and control knobs are centrally placed below the facia. There is a map pocket by the driver's feet.



Measurements in these scale body diagrams are taken with the driving seat in the central positions of fore and aft adjustment and with the seat cushions uncompressed.

A wide spring-loaded lid lifts to reveal a locker of useful size. Also visible are the starting handle and the jack, which fit into under-body sockets adjacent to the wheels.

The fuel filler is opened by lifting the cowl over the left-hand tail lamp, but no wires are exposed. The luggage locker lid is raised by lifting the centre of the lamp shroud above the number plate.

ment panel shows when the lights are operating. A very convenient finger-tip trigger under the steering wheel gives a choice between side and dipped head lamps or dipped and full head lamps, according to the position of the selector switch on the facia. This is admirable not only for dipping in normal driving but also for flashing warnings when approaching cross roads in urban areas. The main headlamp beam is admirable for fast driving; the dipped beam cuts off a little shorter than is ideal. There are two glove boxes and an ash tray in the facia, and below them are switches centrally grouped, including a push-pull switch for the ignition. An interior light is switched on whenever one of the front doors is opened.

Upholstery is in a combination of check cloth and plastic material, while the floor coverings are in moulded rubber. Unfortunately, the artistic level of the interior is not always matched by practical utility. The armrests fitted on the first cars are now omitted from the doors and there is nothing in the way of a handle or finger grip by which the doors can be shut from inside. Opening them is almost equally difficult, for the handles work in a direction which prevents any effective leverage being applied. The hand brake is also open to criticism, having a ratchet which is not sufficiently positive in action, and the control is not particularly convenient to reach and operate.

The driving position is very good; the slim, small wheel is well placed and the pedals are correctly spaced to allow heel and toe gear changes when running fast downhill. There is a good range of forward vision through the curved, sloping windscreen, but the left-hand wing cannot be seen owing to the rather high bonnet line; it would probably be an advantage in some conditions of visibility if the windscreen, which is rather shallow, were closer to the driver. Rear vision is good, through a wide, curved window, but the view in the driving mirror is restricted to the right, owing to the mounting. The smooth, clean shape of the car is reflected in good acceleration in the upper speed ranges, and in a commendable freedom from wind noise when driving fast, but it creates a problem for the windscreen wipers, as the air stream drives the rain up the screen, while the wipers are trying to force it down. Fortunately, the wipers win most of the time. The interior heater included in the standard equipment is a simple recirculating type. It generated perceptible warmth in one mile from a cold start, and when in full operation kept the windscreen clear in relatively severe icing conditions with about 5 degrees of frost.

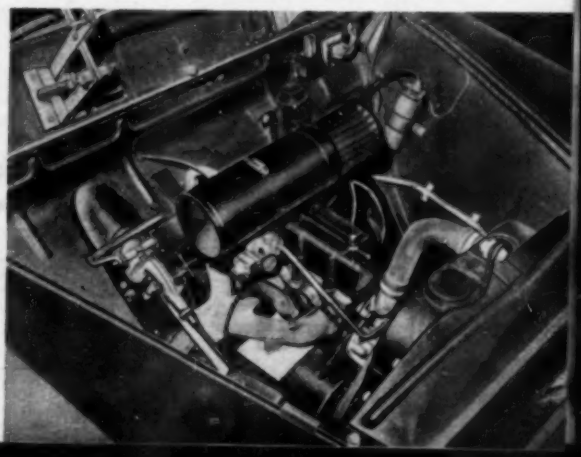
Engine starting was instantaneous even after the car had stood out overnight with the thermometer showing several degrees of frost.

The gear lever can be locked in neutral for parking in public garages, or in reverse to prevent the car being towed away when left in the street, and another key locks both doors and luggage locker. The bonnet rises on spring-loaded hinges after being released by a catch concealed inside the radiator air intake, and the wide opening gives very good access to the power unit, steering and gear-change linkage. An engine oil filler of greater diameter, or extended higher, would be an aid to quick filling.

Spring balancing is also employed in the lid of the luggage locker. There is a good amount of unobstructed space for a car of this overall size, and loading is easy, but the practice of carrying the spare wheel flat on the floor of the compartment introduces the possibility of damaging luggage unless precautions are taken.

The Aronde is an interesting new model which shows promise of a great future. It has outstanding advantages in style, performance and operating economy, and the faults which reveal themselves in the early examples are of a kind which should be eliminated without much difficulty in the course of future development.

A wide bonnet opening gives unrestricted access to the power unit. A combined oil filler, breather and dipstick is on the far side with the ignition distributor and fuel pump.



Italian landscape, with road, rail and river winding in the valley below, at the hill town of Terni. The Pope's Swiss Guard and a Papal gendarme, in busby, are the subject of the sketches.

The Briançon side of the Lautaret pass.

The author's Vanguard with its opening roof rolled back. Left: The arch of Drusus on the Appian Way.

AN ITALIAN TOUR DURING HOLY YEAR

by Ian Boswell

ROMAN HOLIDAY

LONDON-Geneva-Venice-Rome, and back, in the early Spring of Holy Year, 1950, is the journey I am going to describe to you.

We crossed as usual on the night ferry from Dover to Dunkirk, and the next days were spent in a combination of business and pleasure. Leaving Geneva at last, we spent the first night at Brig—we might have been in South Germany. Next morning we had breakfast at 8.0 a.m. and drove down to the railway station. The Simplon Pass is normally open for traffic only from mid-May to mid-October (in 1950 it was opened exceptionally early on April 4, after great labours), and for the rest of the year cars are sent by rail through the Simplon Tunnel.

When we emerged we found no glorious Italian sunshine, but mist and rain. We left the mist behind us as we went down to Domodossola, but not the rain. Maggiore was not living up to its reputation of languorous beauty at all, and we felt the less we saw of it the less we should remember it so very out of character. It took us one hour and twenty-five minutes to drive the somewhat fewer than 160 kilometres from Sesto Calende to Milan, an average of about 60 m.p.h. The weather by that time had improved considerably, and when we came to Lake Garda we thought we ought to stop and do some sight-seeing. So we turned off our road and through the little town of Sirmione to the tip of the promontary on which it—and several lovely villas—stand. A good many Italians had had the same idea; there was an enormous amount of life everywhere on the roads and villages of the North Italian plain, and especially in Sirmione. We visited the Grotto di Catullo, the remains of a Roman villa, possibly belonging to the poet, but it is the view of the lake against the setting sun which I remember, with the silvery grey olive trees, the water lapping lazily on the smooth flat rocks just off-shore, and the happy Italian children (some in years and all in spirit) skipping about on them from one to the other.

We passed our first night in Italy at Verona, at the Grand Hotel. The town was packed with people for the Fiera di Vino, loudspeakers were blaring, and a large market was in progress in the Piazza Bra. We left about noon, after buying a picnic meal of rolls, butter and fruit. This has much to recommend it in sunny weather—one saves money, gets brown, and does not overeat!

Eventually we arrived at Venice, via Padua. The town is approached by a bridge, 2¼ miles long, and at the end of this there is the railway station on the left and a truly colossal garage (Autorimessa) on the right. And there—apart from some roads into the port—the road ends, in the square itself. The initiated drive straight into the garage (flat out in first gear if they are Italians), leave their luggage on the ground floor, park the car, and depart carrying their luggage (if they can) to the nearby water-bus stop on the Grand Canal. We were not included in this category, and we circled the square uncertainly before a patient policeman sent us to the garage.

Trade was slack, and we received much help from the representative of the Venetian Hotel Association, as well as a severe financial reverse in the shape of a porter instructed to install us in a gondola to take us to the hotel selected for us—the Regina, situated on what one might call the far end of the Grand Canal.

A Question of Lighting

Thrown in with the other attractions of gondoliering is a salty, fishy smell from the thick green water, to which one is very close. In the really hot weather this is strong enough to compete with the beauty of the ever-changing light and the architecture of the Palazzi, but the strong summer light is really needed to appreciate the city; on a not very sunny day in March we could not help thinking that so much of it looked so decayed, with the grime-covered and moulder-ing marble façades to Palazzi, most of which are now probably flats. Nevertheless, a visit at any season of the year is certainly an experience which one will never forget; there is nowhere else quite like Venice.

We went for a long walk through the "streets" after dark and visited St. Mark's and the Doges' Palace next morning. The Great Council Hall is breath-taking in its perfection. In the afternoon we thought we ought to move on again, but a Norwegian couple asked us to go with them to one of the glass-blowing factories on Murano, an island in the Venetian lagoon. The factory and the people in it I found much more interesting than the over-elaborate chandeliers and other complicated pieces in which this particular factory specializes. Work of every type was in their showrooms, some so perfectly matched that one doubted almost that it could be hand made with the simple tools we had seen. The

ROMAN HOLIDAY : continued

men work with a sureness of touch and an enthusiasm which was a pleasure to see. If the *maestro* or one of his men is doing something good or difficult, all the others who can will stop work, and watch and applaud.

We departed from the Regina carrying our luggage, and boarded a *vaporetto* (steamer) which called at all stations on the Grand Canal. We collected the car from the garage, and, after Padua, turned south, crossing first the Adige and then the Po quite close to Ferrara. We were not feeling our best when we were held up by Communist strikers next day. They did not wish us very much harm, but if they were on strike they did not see why we should drive on. The prospect of spending the day at the inn at Alfonsine at their behest did not appeal, and we were relieved when a patrol of armed police in a Jeep said they would pilot us to Ravenna. We spent the day there, looking at the mosaics and adding to the worries of the manager and his family of the Hotel Capello. Several parties were stranded like ourselves, but it was necessary only to walk round the town a little to decide that it was better to be stranded than sorry. When we left, just before the strike was due to end at 6 p.m., we were lucky and had no more incidents, reaching Pesaro and the Hotel Vittoria at dusk. How peaceful and friendly it seemed after Ravenna. We were looking forward to the crossing the Apennines next morning.

Italian Road-building

The road was hardly ever straight, and passed through tunnels, ravines, and upland valleys with little towns perched on the tops of rocky outcrops. Everywhere the engineering of the road was excellent—and this goes for all the main roads we used. The Italians have a mountainous country and have built roads in it and all over Europe for so many centuries that they know their job, but they have not yet learnt the knack of making smooth surfaces. The French do just the opposite—they specialize in spring-damper-testing undulations with generally smooth surfaces.

We reached the outskirts of Rome at about a quarter to six in the evening, full of apprehension about getting a room in spite of previous assurances that the hotels were not as full as they would like to be. So we went to the Eden, where, as a last resort, we might have been able to bring a little influence to bear, but it was not necessary. We cannot claim to have even scratched the surface of Rome; the Guide Bleu (Nagel) says "A somewhat detailed visit would require twenty days for the city and six days for the environs." It does not say what one's mental and physical condition would be after that. We did take seats on a C.I.T. conducted bus tour of part of the city, and we have at least an impression of the city on its seven hills, the River Tiber, and the old Roman forum and the Colosseum—and of the other fine stone buildings, middle-aged and modern, which make up much of the city.

Next morning, a short week after leaving Geneva and an even shorter week before our return passage across the Channel, we left Rome, visiting Hadrian's tomb (Castel St. Angelo) and St. Peter's on the way. St. Peter's Square is so wonderfully proportioned that it was not until we walked across it that we really took in how immense it and St. Peter's are. Many people were in the church, and a service was in progress. Suddenly we noticed a movement of the congregation, some scarlet curtains were pulled back, and His Holiness Pope Pius XII was carried in on a throne high above the people. He looked grey and tired.

The road through Viterbo to Siena was easier than our approach from the east coast. To start with, it is a rolling countryside, but after the Lake of Bolsena it becomes more mountainous and wild. Radicofani is a town pitched under a crag on the top of a mountain (perhaps a small one compared with Monte Amiata across the valley), but on the top of the crag is the ruin of an old castle and the effect must be arresting at any time. On this occasion it was heightened by a background of livid storm clouds to the north, and now and then a lightning flash and the roll of distant thunder. We met the storm at Poderine. From there to Siena the light and the colours were indescribable; the dark sky, the green of the crops; cyprus trees on the top of a ridge silhouetted against a pale blue sky and the watery setting sun. Can one really wonder that Italy produced so many artists—although, if that is true, why have we produced so few? Our light can be just as enchanting. Is it that we lack the strong sun and brilliant contrasts here? Ours are the more delicate intermediate tones, not strong enough to inspire. Not that in Siena the colours of the Piazza del Campo and the Palazzo Pubblico at the foot of the shell-shaped space are very strong—brick weathered rusty pink with the passage of 650 years.

We had lunch at a restaurant in the Campo, and left soon afterwards for Florence. The meal was remarkable only for the ferocity with which one of our neighbours (bearded, and addressed as *Professore*) attacked his food and drink. We had by then become accustomed to observing all shades of skill in spaghetti consumption, but this gentleman inhaled it as a whale would little fishes, with copious draughts of sea-water (in this case soup) to be separated internally by the appropriate mechanism.

The west front of the beautiful Duomo at Siena.

An artists' paradise—the harbour of Portofino, with Rapallo across the water.

Below: Terraces of houses rising steeply from the Lake of Como.

A rather muddy mood of the Tiber at low tide.

With memories of a rather wearying and overloading walk by ourselves round the Pinocateca in Siena, we collected (or allowed ourselves to be collected by) a guide in Florence next morning, principally to show us the Uffizi Gallery. He loved his work, and we enjoyed his explanations. After that, we left for Pisa. We took the old road, not the *autostrada;* this was a mistake, as the road passes through so many villages on the banks of the Arno, and is not picturesque. Pisa is remarkable for having organized its treasures for lazy men—the Campanile (leaning tower), Duomo, Batistero and Campo Santo (cemetery and cloisters), are all together in a large grass-covered open space, the Piazza del Duomo. And the Leaning Tower really *does* lean, most alarmingly: when I walked up the spiral staircase built in the walls, I noticed that it was much easier going on one side than the other owing to the lean. The view from the top is pleasant but not breath-taking. The cloisters have suffered disastrously from one American bomb during the war—it set fire to the wooden roof, melted the lead covering and ruined the frescoes. Some had been taken away to safe keeping and may be replaced in two or three years' time. The Gothic arcading remains, looking very naked without a covering.

In the evening we joined the main west coast road along the Tyrrhenian coast, with its pine woods next to the sea, snow-covered mountains, and multi-coloured marble quarries in the distance behind. We stayed the night in a nearly deserted hotel in Marina di Massa.

Next day we had lunch at Portofino, the heavily publicized fishing village at the end of a little promontory near Rapallo, and stayed the night at the Grand Hotel at Alassio.

We could have carried on along the coast into France and returned by the well-known route from the French Riviera, but we decided next morning to turn off north at Imperia and try to cross one of the passes over the Alps into France. We are glad we did: it is not fast, but the slow climb from Imperia to Cuneo over the Colle San Bartolomeo, and the Colle di Nava was one of the pleasantest parts of the journey, before we went along the valley to Susa, and passed via the Monginevro into France.

How to exorcize a devil from a woman; the technique illustrated on a door panel of San Zeno at Verona.

Included in this group of guests are Mr. and Mrs. E. W. Holt, Mr. and Mrs. A. G. Whitehead, and Mr. Geoffrey Liddell.

Cheerful expressions in a "five-hundred" group; Mr. and Mrs. Aston (centre) with Mr. and Mrs. Whitehouse.

At the B.R.D.C. Dinner on December 14

Racing driver Tony Rolt—otherwise Major A. P. R. Rolt, M.C.—rising above one of the table umbrellas to reply to the toast of "The Sport."

Desmond Scannell, secretary of the B.R.D.C., looks on approvingly in the background while Earl Howe presents the Gold Star to Stirling Moss (Second time!).

PERSONALITIES IN THE MONTE CARLO RALLY

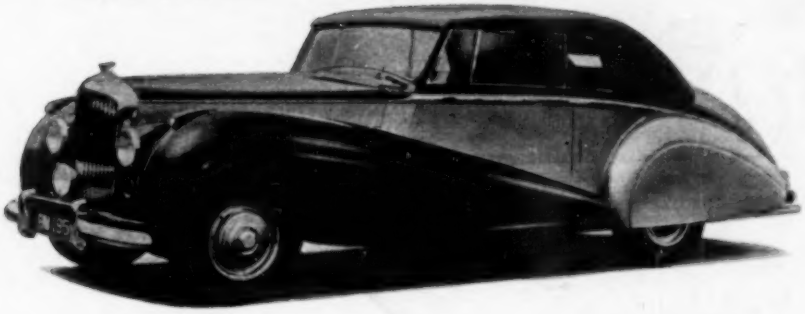
THE famous rally to Monte Carlo, that annual trans-European pilgrimage which takes place in the depths of winter, attracts many celebrated names in the world of sport to its entry list (given in full in the last issue). Many of these are hardened rally competitors, who compete year after year; but each year there is an influx of new names, while more and more racing drivers become attracted by the glamour and tradition of this arduous run to Monaco.

Among the British competitors in next month's edition of the rally to whom the route will not be strange are such stalwarts as Ken Wharton (with J. Langelaan) in a Ford Zephyr, starting from Monte Carlo; last year's 1½-litre class winner, R. F. Ellison, again in a Jowett Jupiter, starting from Glasgow; Norman Garrad, once more leading the Sunbeam-Talbot team, also from Glasgow; C. Vard from Ireland, who took third place in the whole event last year, in a Lagonda, also from Glasgow; and W. M. Couper, hot favourite for the principal award in the *concours d'élégance*, who this time will start from Monte Carlo in his Mark VI Bentley. But there are many more familiar names among those entered; racing drivers Stirling Moss (Sunbeam-Talbot, from Monte Carlo); David Murray and Peter Collins (Ford Anglia, from Lisbon); trials drivers C. Corbishley and "Doc" Hardman (Lanchester, from Glasgow); A. W. Lilley (Sunbeam-Talbot, from Lisbon); J. Clegg (Sunbeam-Talbot, from Glasgow); and all-rounders such as Geoffrey and Reg Holt (Ford Zephyr and M.G., respectively, from Glasgow) and Peter and Jack Reece (Ford Ten-engined Anglia, also from Glasgow).

Foreign Challenge

Now for a few of the noted Continental drivers. Louis Chiron this year pins his faith to a Type 1900 Alfa Romeo, and starts—naturally enough—from his home town of Monte Carlo; another car of the same type, from the same starting point, will be handled by racing drivers Baron de Graffenried and Harry Schell. Marcel Becquart, winner of the 1950 rally, is taking his new Jowett Jupiter, with coupé body by Farina, to Lisbon for the start; also from Lisbon come the Comte de Monte Real, second prizewinner last time, and Mmes. Hustinx and François-Sigrand, 1951 Coupe des Dames winners, with a Simca Aronde and a Peugeot 203 respectively. G. Bracco, hero of the 1951 Mille Miglia, starts from Palermo in the Lancia Aurelia in which he finished second in that Italian race; Dutch aces Gatsonides and Barendregt, who together took second place in the 1950 rally, start from Monte Carlo with a Humber Super Snipe and a Kaiser Henry J. this time.

So the list goes on; it is impossible to mention all the possible prize winners individually, and it only remains to wait and see what Fate has in store for the 369 cars and their crews who will set out next month on the long trek to Monte Carlo.



BENTLEY

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THERE IS, OR SHOULD BE, METHOD IN CLEANING

An old, well-softened scrubbing brush is ideal for cleaning radiator grilles and other plated parts.

DESPITE the fact that among car owners there are always a number who protest that washing a car is usually a waste of time, there are still many who regard the job as essential even if the time and effort absorbed mean a weekend sacrifice of other things to be done.

A great deal depends upon one's outlook in the matter, and how a car is used normally. The days are over when a car could be cleaned efficiently and at a moderate price at a service station. Then again, the external condition of a car may be so poor that regular cleaning may not be worth while; on the other hand, the car may be comparatively new or may have been kept so well that it is almost a crime to allow it to get in a bad state for want of cleaning and polishing.

There can be no question of the psychological value of a well-maintained car: an enhanced interest and a greater pride of ownership are the lot of its owner, which usually lead to the regular inspection so necessary in keeping a car in good mechanical order. But whatever the circumstances, the car has to be washed at *some* interval or other and the question is, how can the work be done effectively in as little time as possible, and without wasting effort in the process?

A car can be washed with the aid of numerous buckets of water filled from the tap, but this method lacks one important thing; there is no continuous flow to carry away grit and mud to prevent scratching of the bodywork surfaces. In addition, the bodily effort required in carrying pails and in lifting the water up to the car with a sponge is much greater than when a hose is used, so that there is a strong recommendation to fit and use a hose if it can possibly be done.

A Long Job

A complete wash and leather-off of a medium-size saloon should take about two hours, including wheels and bumpers. The equipment required is simple, being (in addition to the water hose) a strong box upon which to stand, a sponge, a leather and three brushes, a bottle of petrol and a small piece of clean cloth.

Before the washing is commenced, it is advisable to clean the mats of the car gently with one of the aforementioned brushes, so that the dirt is scooped out through the doorways to be eventually cleared away by hose and water. It would be better still to remove the mats and shake them out, if the job is not too irksome. Whichever procedure is adopted, the floor of the car must be attended to *first*, to avoid later complications after the car has been cleaned.

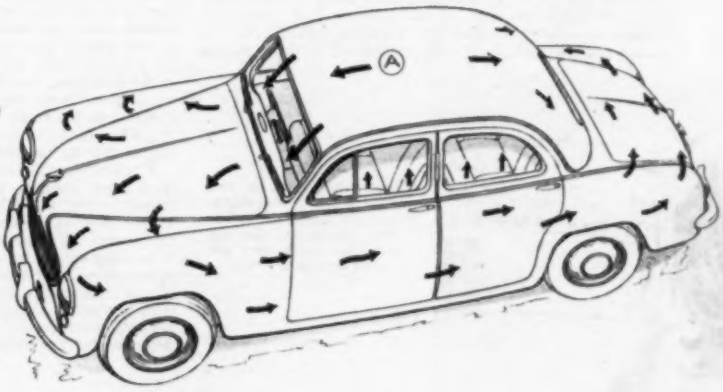
A start with the hose is first made on the roof, the owner standing on a box on one side of the car and then on the other, to ensure an easy reach. The flow of water need be gentle only, and should be directed over the windscreen and also the rear window, so that they, too, can be cleaned during the one operation. Without leaving the box, the roof, screen and window should be leathered-off dry before proceeding farther, to prevent water-spotting occurring later if those parts are allowed to dry naturally.

The next stage is to continue washing, over the bonnet of the car and one front wing, the bonnet to be dried with the leather as soon as possible, especially if the engine happens to be warm. Rising heat will tend to "spot" the bonnet if water drops are allowed to remain. The flow from the hose needs to be no more than sufficient to carry dirt away quickly —a jet or any pressure is unnecessary, as it not only does *not* remove grime, but may also find its way accidentally inside the body (especially if a window is left open!) or under the bonnet.

After the wings come the radiator grille, lamps, bumpers and number plate. The broad surfaces are easily disposed of, except where dead flies and road grime have adhered; these can be removed by a touch of petrol or paraffin with a clean rag, followed by washing down with water. By far the most useful implement for cleaning the radiator and suchlike is an old scrubbing brush which has been well soaked and softened with water, with a spoke brush fitted with a bristle tuft at the outer end. The scrubbing brush, with its spread, cleans the grille, bars and metal fillets, while the tufted brush reaches inaccessible places behind lamp brackets and awkward corners, a flow of water on the brushes being maintained. There are one or two proprietary brushes on the market which fit on the end of a hosepipe to fulfil the same purpose, but it is necessary to see that the bristles are shaped to allow easy access to difficult corners.

When the whole of the car front as far back as the doors has been washed, the surfaces can be dried with a leather. The washing is then continued rearwards along one side of

Three useful brushes: No. 1 for sweeping out the car interior, No. 2 for washing radiator grilles, wheels and bumpers, and No. 3, a tufted brush for awkward corners which may be difficult to reach.



The sequence, starting at A, for washing a car with a hose. The round is finished at the far-side front door or wing.

Applying a proprietary cleaner for the removal of accumulated mud, with the aid of a soft wire-handled brush, the cleaned parts being hosed down afterwards.

the car to the locker, the water flow not being taken higher than the window sills, in order to avoid excess water passing into the window recesses. The windows and upper parts of the doors can usually be cleaned effectively with leather or sponge. Afterwards, the hose is carried along the running boards (should there be any), rear wing, locker, bumpers and number plate, the whole being dried off before going any farther.

The next stage is the complete wash of the rear fittings, the remaining rear wing, and the other side of the body up to the front where the first front wing was hosed and cleaned. When this has been reached the owner will have been completely around the car in successive stages, but in sections which allow of good drying off in between, and the avoidance of spotting. The brushes save a great deal of time in cleaning plated parts, front and rear, and the car will not have that "half-cleaned" appearance, with fillets of dirt showing here and there.

On completion of the round of washing, it is sometimes necessary to rewash certain parts where a faint film of dirt may still remain. A sponge and a bucket are sufficient for local treatment. Some cleaning may be necessary around the inside of the door edges, where dirt or sand have been "flown" in during wet weather. When a car has been lubricated, greasy thumb marks are often left on the wings and bumpers, and if the springs and brake gear have been sprayed with penetrating oil, a mist may reach the car exterior and create a bloom on the polish. The marks can be removed with petrol or a good cleaner and the surfaces well flushed with water afterwards.

The remaining work with the hose concerns wheels and tyres, awkward things to clean at the best of times. The wheels should be jacked off the ground for effective cleaning. There is also the question as to whether one ought or ought not to clean the undersides of the wings. Some owners use a high-pressure jet of water to clean the mud away, but in the writer's opinion this procedure is of little value, as the jet not only throws mud indiscriminately all over the underside of the car, but also the water is forced into places where it should not go, and dislodges oil or grease at important chassis points. The jet can also hasten any rust that may be forming already by getting under paint "edges" at such areas. Caked mud that may exist can safely be left as a protection, but where it is an eyesore it may be removed with a stiff brush after a good soaking with the hose.

Wheels should be well doused with water at odd times when the bodywork is being dealt with. This soaking in advance considerably simplifies cleaning, which can be carried out with the scrubbing and tufted brushes. Clean the tyre walls first, then the wheel cap and centre, followed by the rims and spoke apertures, a final run round the wheel with the brushes from tyre valve back to tyre valve completing the circle.

Roof washing is a less arduous job if one stands on a box during the operation. Stains and dirt are also more easily seen and dealt with at the time.

Wire-spoked wheels can be hosed and brushed in the same manner, but the secret of adequate cleaning is to brush the outer row of spokes first and the inner rows afterwards (or vice versa), proceeding methodically from the tyre valve back to the same point through a wheel turn of 360 deg. There seems to be no way of escaping a form of drill with the brushes, and it is essential to jack up and rotate the wheel to get the best results. Where time permits the spare wheel should also be cleaned.

There is a cleaning liquid on the market which is applied to the wheels with a brush when they are in a dry state, and, on being hosed down afterwards, the wheels are cleared of all grease and road dirt in an effective manner. The same preparation can also be used on chassis parts that are not amenable to ordinary treatment with water.

With sports and open cars it is advisable to erect the hood and side curtains before washing down, not only to prevent water spray accidentally reaching the upholstery, but also to allow the bodywork to be cleaned where it is usually covered by the hood in the lowered position. An opportunity is provided also for lightly sponging the hood and curtains where dust or dirt has collected.

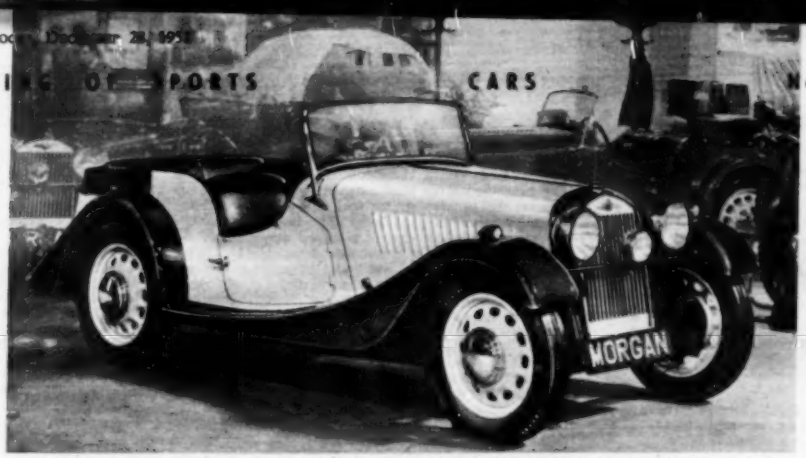
It is a debatable point as to which is the best for washing a car under the hose, sponge or leather. A sponge can collect a small piece of sharp grit and create damage in a few seconds by scratching the paint surface, and yet it is used by most owners. After two unfortunate experiences with sponges, the writer uses a leather for both cleaning and drying off, the leather being frequently squeezed in water to expel dirt; the results over many years have been good. A fairly large leather, as thick as possible, is chosen for the work, and it is laid out to dry in the garage when the car is finished. Average life of the leather is eighteen months.

Brush and hose are essential for wheel cleaning, the wheel and tyre being well soaked beforehand.

During warm weather, it is inadvisable to hose a car in the direct sun; water globules and streaks dry off too quickly, leaving stains that have to be washed off again. In the winter, when car washing may be a very chilly job, strong rubber gloves which are a *loose* fit greatly assist in keeping one's hands warm, and where it is necessary to discard them in the final operation of leathering off the small items of the car (where a more sensitive touch is needed) a pail of warm water from the house will keep the chill out of one's bones when handling the leather. Rubber boots and an old coat are, of course, essential during cleaning operations.

The best time for washing is immediately after one returns from a wet journey—everything is soaking and the work of removing dirt is greatly lightened. In any case, windscreen, bonnet and locker should be leathered off immediately to clean away rainwater and "traffic film." One of the secrets of keeping cars in beautiful condition is immediate attention at the garage after a wet journey. The private owner, unless he has much spare time and energy, cannot easily compete with a chauffeur-conditioned car, but nevertheless he can achieve good results if some sort of routine is adopted whereby the car receives regular valeting. M. A. M.

TALKING OF SPORTS CARS No. 344



The 4-4 Morgan, here seen as a Show car in light finish, changed little from its first introduction in 1936 except for the substitution of a Standard for a Coventry Climax engine.

A TALE OF TWO MORGANS

EXPERIENCES WITH A 4-4 AND THE LATEST PLUS FOUR MODEL

THERE is still much controversy as to what constitutes a sports car, but where the four-wheeled Morgan products are concerned, I do not think there can ever have been any doubt.

True, in the very first days of this make the famous three-wheeler was conceived as an economy runabout. But this popular tricar soon appeared in sporting forms, including a certain very stark single-seater with big air-cooled V-twin engine affected by a well-known motoring journalist before the Kaiser war (it was called "Jabberwock") and the rather similar car with which H. F. S. Morgan raised the cyclecar hour record to just under 60 m.p.h. at Brooklands in November, 1912. Thereafter there was always a sports model in the Morgan range.

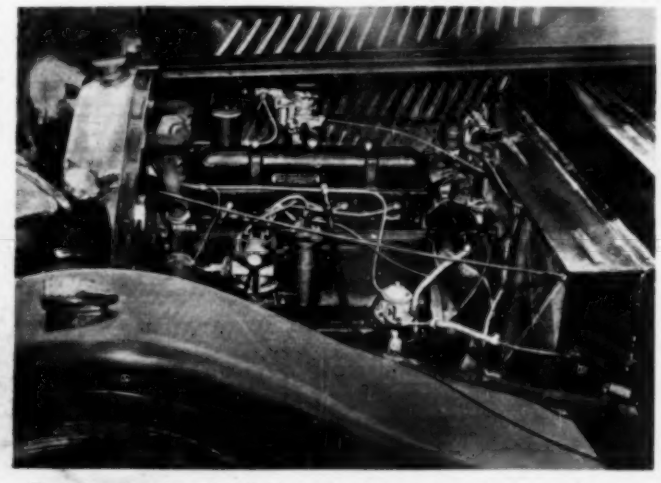
I have never owned a three-wheeler Morgan—more's the pity!—and it is with the later 4-4 and current Plus Four cars with which this article deals.

The first of these Morgans with which I had intimate contact was a 1949 4-4, and there was little question but that this was a sports car. It had room for two persons, but two only, sitting on low cushions above the planking floor. It had an appearance rendered rakish by reason of the low build, plenty of louvres along bonnet top and sides, a slab rear tank neatly concealed beneath a flowing rear panel and behind this panel two upright-mounted spare wheels. Of luggage space there was a quite generous cavity behind the seat, with its own tonneau cover and beneath the hood if this were erect, but otherwise forming a stowage space for the hood cover and its frame in fine weather. The new 4-4 was obviously a car intended primarily for sport, whether that was interpreted as driving in rallies, trials or speed events, or merely going away with a friend and a minimum of luggage on a lengthy journey. The single-pane screen would fold flat on to the scuttle and that was obviously more of a concession, in a ten horse-power car, to fresh air and fun than to maximum speed.

Diligent search reveals that *The Autocar* road tested a Coventry Climax-engined 4-4 on August 12, 1938, or, more accurately, published on that day the findings of a test extending over more than 1,000 miles. The tabulated figures show a mean ¼-mile speed of 75.95 m.p.h., the best ¼-mile reading being 78.26 m.p.h., with absolute maxima on the indirect gears of 21, 33 and 59 m.p.h. respectively. Acceleration from rest to 50 m.p.h. occupied 15.7 sec, and to 60 m.p.h. 28.3 sec. Fuel consumption was assessed as 35-38 m.p.g. In short, the new Morgan had performance characteristics to appeal to a large number of open car lovers, particularly as, in that day and age, the price was a modest £225. Moreover, these data applied to a four-seater version which, with a trim coupé, had been added to the original two-seater.

The 4-4 soon made a big circle of friends and scored notable successes in rallies and in trials, its ground clearance of six inches being less of a hazard under the latter conditions than might be supposed, because the bottom of the car is smooth and free from obstructions. The exhaust pipe is up beside a side-member safely out of the way. I use the present tense deliberately, for the same applies to the current Plus Four Morgan.

Indeed, so successful in competition did the 4-4 prove, and so popular was it with sporting drivers, that the Morgan company decided to run at Le Mans. Their cars did well, but not sensationally, and the outcome of this racing venture was that a Le Mans Replica model was added to the range. It was distinguishable by its cycle-type wings at the front, sloping tail housing a big fuel tank, and aero windscreens. The engine was a 1,098 c.c. Coventry Climax unit with downdraught Solex or S.U. carburettor to choice, and coil ignition replaced by a Lucas or Scintilla vertical magneto, again to choice. This engine was claimed to give



The Vanguard engine as installed in the Plus Four. It is positively mounted in the frame and has a pronounced slope downwards to the rear.

Although it has been softened, the telescopic i.f.s. remains substantially as it always has been.

A TALE OF TWO MORGANS: continued

45 b.h.p. and the weight was kept down to about 13½ cwt dry. Some of these Le Mans Replica models are still active today.

Just before the outbreak of war the supply of the inlet-over-exhaust Coventry Climax engines began to dry up and Morgans were forced to seek an alternative power unit. The choice fell on a Standard Ten engine, known to be exceedingly durable, and specially endowed with a push-rod overhead-valve head. These units were delivered, after test, from the Coventry factory of Standard to the works under the shadow of the Malvern Hills where the 4-4s were assembled, still almost entirely by hand even to the final brush-finish on the bodies. The car had remained almost unmodified since its inception in 1936 and with its newfound 63.5 x 100 mm (1,267 c.c.) engine, for which 40 b.h.p. was claimed at 4,300 r.p.m., it had a performance not dissimilar to that of its Coventry Climax-powered forerunner. The new engine, however, developed more power low down in the speed range and was smoother to drive behind.

The post-war example of which I have had experience settled down very nicely to a cruising speed of about 55 m.p.h. and was good for a speedometer 70 m.p.h. at any time. The roll-free cornering and quick, positive gear change were ever a delight, and to these pleasures were added a fuel consumption of 35 m.p.g. and quite good brakes, although the latter required rather frequent taking-up of the cables if they were to retain their full efficiency. The ride was on the hard side, but softer than on the earlier cars, or so I was told by people who had tried both. The front sliding members of the i.f.s. called for frequent doses from a grease gun if rapid wear was to be avoided, but under-bonnet accessibility was excellent, with a useful well for tools in the scuttle. The twin batteries remained where Morgan had originally stowed them, by the fuel tank, and for this reason were difficult of access.

The Standard engine took lots of punishment cheerfully but showed its dislike of trying to digest Pool petrol on a compression ratio of 7 to 1 by loud pinking. Its valve cover polished up nicely and an AC filter kept the oil (I used Castrol XL) commendably clean. The filler in the valve cover was not altogether convenient to use, however. Pressure was healthy; 60 lb per sq in at speed.

As I have said, the Morgan 4-4 was purely and simply a sports car. There was comfortable room for two normal-sized adults, who were separated by a padded tunnel. Weather protection was reasonable without being superlative, but the hood frame looked a thought Heath Robinson and could tie itself into the sort of knots which that gentleman loved if you attempted to erect it too hastily. There was really nowhere to rest one's clutch foot but, as if to compensate, the action of the fly-off hand brake was admirable. Good, too, was the fuel range of well over 290 miles, ensured by a nine-gallon tank; nor did the mechanical fuel pump ever give any trouble.

Eventually it was time to replace the trusty 4-4 with another car and a Plus Four was luckily available.

Real Power

The differences were pretty vivid. In the first place, here was *real* performance, allied to greater comfort and really fine Girling hydraulic 2LS brakes.

I believe that as the source of Coventry Climax engines had dried up, so had the stream of o.h.v. Standard Tens begun to ebb. Morgans again had to look for something else and, after contemplating using a Ford Ten power unit, they decided to depart from the 1½-litre class in which they had so long been represented and bring out a new car with a Standard Vanguard engine.

The Vanguard engine is installed in absolutely standard form (no pun intended!) except that, as it sits at a different angle in the Morgan from that which it adopts in the saloon Vanguard, the carburettor flange has to be altered to keep the gasworks upright. To the engine is mated a Moss gear box with ratios of 13.5, 8.0, 5.4 and 4.1 to 1. It remains in the now-rare "separate" location.

There is little point in labouring the differences in specification between the old 4-4 and the current Plus Four, for these have been described in *The Autocar* fairly recently and were evident at Earls Court. When I say that there is now *real* performance I refer to truly vivid acceleration, even in top gear; and to a maximum speed of a genuine 80 m.p.h. with the screen erect. Weather elimination has been considerably improved and on many days the interior of the car is really too stuffy when the rigid side curtains and snug hood are up; the Heath Robinson hood frame remains but seems to resist abuse. The same wooden floor, comfortable seats and fly-off hand brake are there, but now I have one large lined cubby-hole for gloves and handbag instead of two rather inadequate small ones. There is now room, too, for my clutch foot between the brake and clutch pedal.

M.P.G.

The economy of the 4-4 seems to be reflected in the Plus Four in spite of its 2,088 c.c. engine. At all events, I get about 26 m.p.g. without trying particularly to save fuel, and using the middle setting in the Solex carburettor and not the economy setting.

The suspension gives a very hard ride compared with other contemporary cars but this is, after all, a sports car. Perhaps in consequence, I have had some trouble with broken spring dampers and a broken suspension rebound spring, in a mileage of 7,500. A clutch lever has also broken and I have met other Plus Four owners who have also experienced these troubles.

One very much appreciated and rather fascinating feature is the automatic oiler for the front suspension slides, which saves all the bother with a grease gun. One irritating matter is that the clip which secures the twin spare wheels has to be done up very tight if it is not to work loose, causing the tyres to assume an out-of-true shape.

Wherever I park the Plus Four it attracts favourable comment on account of its racy appearance. Whatever the "blower brigade" may say, I maintain that this is the kind of car that appeals to a very large proportion of the world's buyers who have any use at all for a sports car.

WINIFRED HOLBROOK.

A coupé version of the Morgan Plus Four, this particular car being that which was the subject of a Road Test by *The Autocar* in the spring of 1951.

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J. M. FANGIO

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Grand Prix Europe..... 1st
Grand Prix Bari..... 1st
Grand Prix Gt. Britain.....2nd
Grand Prix Germany.....2nd
Grand Prix Spain..... 1st
Grand Prix Switzerland..... 1st

G. FARINA

G. P. Belgium 1st
G. P. Italy 3rd
G. P. Paris..... 1st
G. P. Pau.....3rd
G. P. Spain 3rd
G. P. Switzerland.....3rd
Goodwood (May).....2nd
Goodwood (Sept.) ... 1st
Ulster Trophy..... 1st

F. GONZALEZ

G. P. Buenos Aires I.. 1st
G. P. Buenos Aires II 1st
G. P. Paris.....2nd

L. ROSIER

G. P. Holland 1st
G. P. Paris 3rd
G. P. Pau 2nd

REG. PARNELL

Goodwood (May)..... 1st
Goodwood (Sept.) ...2nd
Ulster Trophy.....2nd

LT. COL. GOLDIE GARDNER

World Records, Class F (1,500 c.c.) 1 hour at 137.4 m.p.h.

JOHN COOPER

World Records, Class J (350 c.c.) 1 hour at 90.27 m.p.h.
Rouen Race 500 c.c.... 1st

ERIC BRANDON

G. P. Germany 500 c.c..... 1st
Silverstone Int. Trophy 500 c.c..... 1st

ALAN BROWN

G. P. Germany 500 c.c.....2nd
G. P. Luxembourg 500 c.c..... 1st
Goodwood (May) 500 c.c.....2nd
Silverstone Int. Trophy 500 c.c.....2nd

KEN WHARTON

G. P. Gt. Britain 500 c.c....2nd
Eiffel Meeting 500 c.c. 2nd
Beness Hill Climb ...1st, 2nd
Prescott Hill Climb.....1st
Rest & Be Thankful Hill Climb 2nd
Shelsley Walsh (June).....1st
Shelsley Wash (Sept.) 1st, 2nd

STIRLING MOSS

G. P. Holland 3rd
G. P. Gt. Britain 500 c.c..... 1st
G. P. Holland 500 c.c. 1st
Goodwood (May) 500 c.c..... 1st

OTHER LODGE 1951 SUCCESSES

include:

BILL ASTON World Records, Class I (500 c.c.) 1 hour at 99.41 m.p.h.

B. BIRA Goodwood (March) 1st

R. R. SHAWE-TAYLOR Goodwood (March) 2nd Ulster Trophy, 3rd

J. DUNCAN-HAMILTON Goodwood (March), 3rd

ALAN RIPPON Grand Prix Luxembourg 500 c.c., 2nd

T. MEYERS Grand Prix Frontieres, 2nd

L. BURGESS Eiffel Meeting 500 c.c., 1st

R. D. POORE Prescott Hill Climb, 2nd. Rest & Be Thankful Hill Climb, 1st Shelsley Walsh Hill Climb (June), 2nd

P. ETANCELIN Grand Prix Holland, 2nd

L. LESTON Grand Prix Holland 500 c.c., 2nd

A. J. BUTTERWORTH Brighton Speed Trials F.T.D.

S. H. ALLARD Brighton Speed Trials, 2nd F.T.D.

A. P. R. HOLT Goodwood (Sept.) 3rd

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CORRESPONDENCE

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LIGHT TESTING

No Compulsion in Norfolk

[63887.]—The Scribe draws attention to the stopping of drivers which has taken place in Norfolk for examination of lighting (December 14). Some drivers may approve of it, and some not, but those who do not, and have no lamps other than side and tail and head lamps, can show their disapproval, and it does not need a very bold spirit.

A garage proprietor driving a car having no lamps other than those fitted by the manufacturer (Lucas equipment with left-hand dipper) was stopped when he had his left-hand head lamp dipped, and the right blacked out. He was told what he was stopped for and switched off his head lights. He then asked the police officer if his wing lamps were alight and was told that they were; then he asked if his rear lamp was alight, and that was satisfactory also. Then, said the driver, I have got no more time to waste, so can I get along with my business? The police officer told him he might.

Neither the number of the car, nor the name of the driver was taken.

Policemen, like motorists, are only human, and one may perhaps wonder if they like being called upon to do this sort of work, officially described as "snap inspections." Whatever may be the ideas of anti-motoring and other cranks, in which drivers, both professional and recreational, are looked upon as potential criminals, we do not want any of this sort of thing in the countryside, to create ill feeling which does not now exist between the rural policemen of all ranks and the decent citizen driver.

Norwich. BROAD NORFOLK.

SUPPRESSORS

Effect on an Attractive Aspect o. Performance

[63888.]—Regarding [63846] on suppressors, may I relate my share of practical experience of them from the early days of radio on cars?

From 1929-39 I was a road tester at Bentley Motors' service department, being there when the 3½-litre Bentley made its appearance, to be later followed by the 4½.

I can remember the many complaints of poor, slow running (450-475 r.p.m.) from owners and chauffeurs when radio plus sparking plug suppressors was fitted. Our first procedure was to remove the suppressors, check over tappets, ignition make and break and timing, followed by carefully setting the twin S.U.s.

Provided even pulsations were obtained at slow running it was possible to make both the 3½- and 4½-litre crawl at 5-6 m.p.h. in top gear with the part-manually operated ignition fully

CORRESPONDENCE . . . . . continued

retarded; this would be followed by accelerating at a brisk pace (still in top) by opening the throttle and bringing the ignition lever to full advance position at the same time. We had only to put the plug suppressors back again and this fascinating part of the performance of these fine cars would as good as disappear, the slow running in neutral would be jerky and uneven, likewise the slow pulling in top, owing, I understand, to the reduced spark strength at slow running caused by the suppressors (starting and maximum were not affected).

We used to leave the distributor suppressor on as a compromise and, provided the radio was tuned dead on the desired station, little interference was experienced. Now unless the post-war electrical systems have been altered in some way to suit suppressors I cannot see how the position can be any different today.

There were occasions when, after a car had left the service with good slow running, less suppressors, it would be returned after some lapse of time with another complaint of bad slow running. It was rather amusing to find, on opening the bonnet, that the things were back again. A. E. DEAN.

London, N.W.9.

NON-INSURED

The Misfortune of Incidental Damage

[63889.]—As I was shopping yesterday in my long-awaited post-war car, a pedestrian accidentally knocked over a bicycle parked on the kerb so that it struck my car as I was passing. The damage to the aluminium door and rear panelling is such that it will cost several pounds for repairs, and since it was clear that the owner of the cycle was not in a position to contribute to the bill I shall be the poorer, as my insurance is a third-party policy.

It would be interesting to learn if the accident statistics show what proportion of road accidents is caused by cyclists and whether any proposal to extend compulsory third-party insurance to them has ever been considered. R. A. WALLACE.

Waltham Abbey, Essex.

[This letter exactly illustrates this journal's continual recommendation to take out comprehensive insurance.—ED.]

TYRE WEAR

Importance of Pressure and I.F.S.

[63890.]—Mr. R. E. Thompson [63857] refers to tyre wear with i.f.s. For some time now I have been driving a British car with i.f.s. both front and rear. My average tyre life on this car is just over 20,000 miles, and two tyres lasted to 23,500. None of them was bald when changed.

This distance included 5,000 miles of fully loaded high-speed Continental driving, involving both the Maritime Alps and the Austrian Tyrol. A large proportion—about 50 per cent—of the remainder has been London driving with its inevitable braking and acceleration.

In my view, provided that the steering geometry is "spot-on," the most important other factor with i.f.s. is to keep the pressures correct. I usually top up my tyres with a foot pump, keeping the pressure about 1lb per sq in over the maker's recommendation and going up to 3lb per sq in over if heavily loaded. I also see that both front wheels and both back wheels are similar, at their respective pressures, to within ½lb J. K. JOHNSON.

London, W.C.1.

CHANNEL TUNNEL

A Toll Tunnel Would be Acceptable

[63891.]—For a considerable time the matter of a tunnel between England and France has been continuously shelved, under excuses of cost and any other convenient difficulties that could be produced. I feel that the following points are worthy of consideration.

A toll-tunnel would be acceptable. As with several of the fast inter-state highways, or turnpikes, that are now in course of completion in the United States, tolls would be payable by motorists and other traffic using the tunnel for the purpose of a quick and convenient method of reaching the Continent.

I am aware that there are both "freeways" and toll-turnpikes involved in the new American inter-state highways, and that there are arguments for and against the toll systems, but, bearing in mind the great conveniences provided, and the present high costs and delays involved in sea-transportation of vehicles, the toll method would be infinitely more economical to the traveller.

In the unfortunate event of war it would be an extremely simple matter to close the tunnel, without involving its destruction.

The need for this tunnel is more pressing than ever, and it would be an important link in the friendship between England and Continental countries, and an asset to education.

The project would provide a much-needed boost to the prestige of British engineers, and is well within their capabilities.

Brighton, Sussex. E. W. CHINN.

CENSUS

Holiday Task in South Africa

[63892.]—On a recent holiday trip my wife and I recorded the make of every approaching car which we passed, and at the conclusion of the trip (of about 2,600 miles) we had counted 1,347 cars. No commercial vehicles were included, nor did we count cars while passing through towns. I enclose the result of our "census," as it might possibly be of some interest to you as an indication of the type of car to be seen on South African roads.

An analysis of the countries of origin of the cars gives the following result (dividing Citroens equally between Britain and France):—

American	74 per cent.	German	2 per ant.
British	22 ,,	Italian	Negligible.
French	2 ,,		

Our rule with regard to towns was to discontinue and then continue the count at the speed limit signs. As we were leaving one town, I saw a Mark VI Bentley approaching, and my wife urged me to accelerate in order to meet it beyond the speed limit sign, so that it could grace our list. However, I staidly declined to do so, pointing out that, apart from exceeding the speed limit, I would be influencing the results, so unfortunately the Bentley is absent from the list.

Order	Make	Number recorded
1	Chevrolet	266
2	Ford*	201
3	Plymouth	96
4	Austin	73
5	Dodge	66
6	Studebaker	61
7	Hudson	59
8	Morris	51
9	Vauxhall	47
10	Buick / Mercury	46
12	Pontiac	39
13	Oldsmobile	37
14	de Soto	31
15	Chrysler	30
16	Standard	28
17	Hillman	26
18	Nash	25
19	Opel	21
20	Citroen	18
21	Packard	14
22	Peugeot / Willys†	9
24	Renault	7
25	Humber	6
26	Fiat	5
28	Cadillac / Lincoln / Wolseley	1
33	D.K.W. / Kaiser / Graham	3
32	Jaguar / M.G.	2
37	Armstrong Siddeley / La Salle / Riley / Rover / Singer / Volkswagen	1
	Total	1,347

* Of the total of 201 Fords, 48 were British models.

† All the Willys cars recorded were, of course, pre-war models.

Queenstown, South Africa. J. M. WEIR.

REBORING

Pertinent Questions Regarding Expense

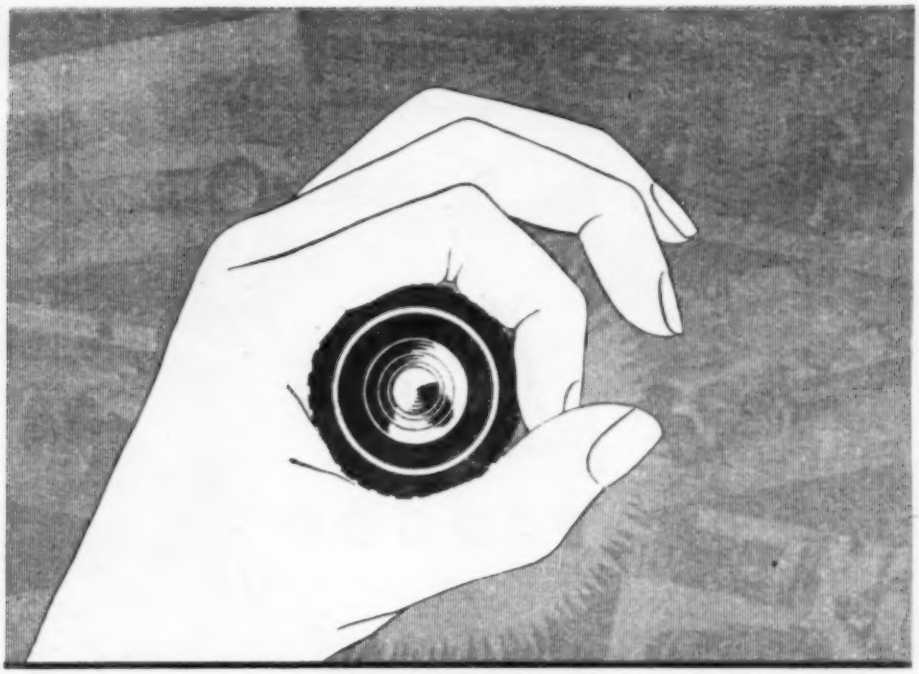
[63893.]—I have just read the very interesting article "Is Your Rebore Really Necessary?" by Bert Houlding, Jnr. (December 14). Whilst I agree with every word he has written I feel that a few points have been overlooked and the article could be very misleading to the motorist who is not mechanically minded.

Mr. Houlding does not point out that the expense involved in dismantling an engine, turning out piston ring grooves, buying new rings and so on, is almost as great as that for a rebore and a new set of pistons. The labour expense would be as great if not greater.

In regard to the danger of inexperienced garage owners buying boring machines and hoping to get rich quick, I might say that many garages farm out their rebore and crank grinding jobs to larger firms who specialize in that work, and surely it's up to the motorist himself to enquire as to who will do the reboring.

How many garages would be willing to dismantle an engine and experiment with different rings and so on and run the risk of the customer complaining within a few months that the job is not as good as expected, although the bill for labour was pretty high?

The real answer to this problem, as it is to most motor repair



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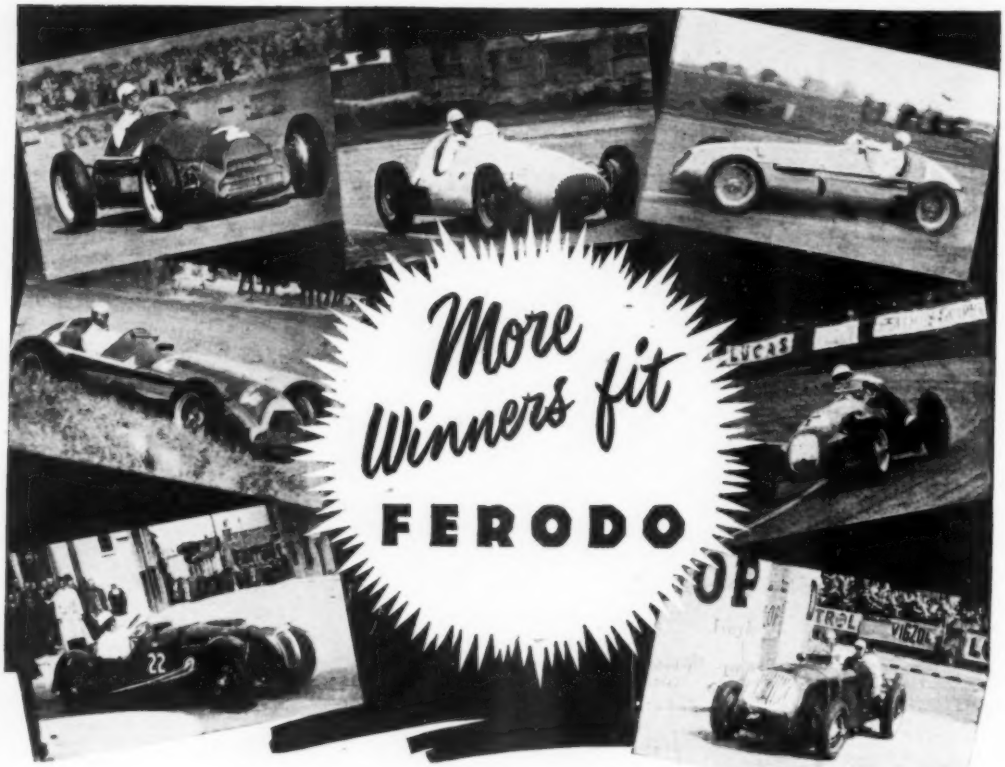

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1st J. M. Hawthorn—Riley
2nd. W. R. Baird—Maserati

BARI GRAND PRIX, 2nd September
1st. J. M. Fangio—Alfa-Romeo

WAKEFIELD TROPHY, 8th September
1st. Stirling Moss—H.W.M.

TARGA FLORIO, 9th September
1st. F. Cortese—Frazer-Nash

B.A.R.C. GOODWOOD MEETING, 29th Sept.

GOODWOOD TROPHY
1st. G. Farina—Alfa-Romeo

WOODCOTE CUP
1st. G. Farina—Alfa-Romeo

MADGWICK CUP
1st. Stirling Moss—H.W.M.

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CORRESPONDENCE . . . . . continued

jobs, is to deal with a reputable garage and preferably a garage which holds an agency and spares for your make of car.

Amersham, Buckinghamshire. R. W. RENSHAW.

Lost with the Micrometer Screw-gauge!

[63894.]—May I take this opportunity to congratulate Bert Houlding, Jnr., on his excellent article? This is one of the finest, and best illustrated, articles I have ever read on such a matter as piston and cylinder wear.

Of course, most garage owners will deplore such statements about an unskilled operator practising on someone else's engine, but it could not be nearer the truth. I personally have seen mechanics boring an engine who could not even read a micrometer, let alone check the amount of ovality or taper in a cylinder.

The point which made me admire this article more than anything else concerned the rough ploughed field finish of a newly bored cylinder compared with a microscopically smooth, oil-saturated, glass-like used finish which is automatically ruined as soon as a boring bar cutter touches it—not forgetting that a worn cylinder finish has a hard surface whereas a newly bored cylinder is softer. JOHN BARRE.

Longton, Staffordshire.

A Hamlet Come to Judgment

To Bore or not to Bore—that is the question
Whether 'tis kinder to the car to suffer
The slings and arrows of economy
Or take faith and guard against a sea of troubles
And by reboring—end them—to cry—to weep—
No more, and by this deed to say we end
The heartache and the thousand natural shocks
The car is prone to, 'tis a consummation
Devoutly to be wished: To cry-to-weep;
To weep! Perchance to dream; aye, there's the rub
For in that dream of sloth, what faults may fall
When we have shuffled off—a job so called
May give us pause: There's the respect
That is the danger of so long a life
For who has born the whips and scorn of life
So boldly as a car correctly born.

[63895.]—Does Hamlet answer Bert Houlding, Jnr., or shall we enlarge? It would appear from his preamble that his mind is in conflict anyway. We start with unhappy twins; viz., an unprecedented number of aged and worn-out vehicles and non-technically minded car owners, followed by a passing reference to profit-motivated repairers. Then a most dangerously unhappy lecture, having as its subject the object of imparting rudimentary knowledge to the uninitiated to protect him against the "unscrupulous motor trader."

Let Mr. Houlding be perfectly frank with your readers and inform them of the many considerations which were not relevant, which made him "bodge" his job and which permit me to make the following observations.

Of major importance in an internal combustion engine is clearance—the question of ten, fifteen or twenty thous, for the moment, whilst looking highly technical in his article, is of no real importance unless placed in proper relation to the respective parts of the piston.

It must be conceded that years of research and exhaustive tests have proved that pistons having an ovality of 0.015in, approximately, give the best service; therefore they are manufactured with this amount. It must also be conceded that perfectly round and parallel bores give the best results—but to confound this, we now have a thesis propounded that claims that a taper bore with a clearance between piston and cylinder wall of as much as 0.034in is preferable to a rebored cylinder. What utter nonsense the man talks!

Later in his article, he comments on the advantages of a lapped bore as against that left by a boring bar, confutes his claims previously with his excessive clearances and then blithely states that, anyway, racing cars have such clearances. At all times he studiously ignores the fact that his bore has a shape that no racing driver would countenance for a moment.

Let us face this question in an honest and truthful manner. Would any "unscrupulous motor dealer" recommend the ruination of new pistons and rings by putting them into a worn-out engine, or is his technical ability sufficient to over-ride the economic and unstable mind of the customer who, similarly to your contributor, requires guidance and not fleecing? To "bodge" a job in the manner suggested is surely a waste of material.

Possibly your readers will have noted the phrase, "nipping up the big-end bearings." How many times have repairers been compelled to explain to car owners that there will be an extra for reclaiming the connecting rods after some bright individual has done a bit of "nipping up"?

Let me suggest to Mr. Bert Houlding that there were many ways, in past days, for dealing with troubles with road vehicles, from sawdust for quietening gears to oatmeal for leaking radiators. The efficiency, honesty and patience of the garage and service stations have, to a large extent, weaned the public from these mad ideas; the owner of equipment is not practising on someone else's block, cashing in, or being a danger to the public; he has equipped himself to give a service that the owner-driver cannot give himself, and it is given every day to thousands of motorists.

Let me close on a sobering note, too—there are too many vehicles on the road today with cut-price and unorthodox repairs owing to thoughtlessness and ignorance. With the high accident rate, consider the advisability of "bodging" as against a proper job. The right one can't go wrong, the other will be anybody's guess and possibly someone's life. I commend to Mr. Houlding—"The Little More—How Much It Is."

Redhill, Surrey. J. B. TIPTON, Tollgate Motors, Ltd.

Oil Consumption and Quality

[63896.]—I was glad to see Mr. Bert Houlding's moderately stated case against the excessive eagerness of motorists to rebore. He mentions that heavy oil consumption is caused not necessarily by worn bores but also by loose bearings and the pumping action of rings in worn grooves, but omits, I think, the very great oil consumption by oil passing down the valve guides, especially with o.h.v. In the Coventry Climax engine fitted to a Triumph Southern Cross I once owned, this was so great that the car makers supplied a control valve for fitting in the oil pipe to the valve gear. Heavy oil consumption was cured in my case and the car went on to do 60,000 miles before a rebore was needed (new rings were fitted at 40,000 miles).

I have always ignored a fairly heavy oil consumption as long as it did not go with too much carbon, and loss of compression for starting and power. When an engine is changing its own oil at the rate of a sumpful per 1,000 miles there is no need to drain and refill. And when consumption is very heavy, I change over to cheap oil bought in the 5-gallon drum from big stores. Does resistance to oxidation and deterioration matter when the oil is so short a time in the sump? And do loose bearings and pistons require as good an oil as that needed to provide the ultra-thin films required in a new, tight engine?

In one frightful car I owned as a lad, oil m.p.g. was only 80, and I filled at close intervals on a journey with other people's *used* oil, carried in a drum in the locker, which was *given* me by the garage! The car was perfectly reliable, though not easy to start. D. J. R.

Truro, Cornwall.

The Foolishness of No Oil Usage

[63897.]—In Mr. Houlding's very interesting article on reboring he states that in a new bore the piston rings must scrape away the roughness left by the cylinder boring bar. This roughness is *not* a bad thing. In reboring, one can hone the bores to micro-smoothness after cutting, but this perfect surface does not hold an oil film and scuffing and tearing take place during running in. The commercial vehicle fleet owners, experts in long engine life, and skilled repair shops, often deliberately leave a satin finish on the bores, which, while holding an oil film, is not, of course, rough enough to provide peaks penetrating the oil film.

The car owner often makes the foolish boast, "She uses absolutely no oil whatsoever." In other words, "My cylinders are running in a dry state"! It is better to use a little, constantly, over a long bore life than none at first but lots and lots after a short time. Indeed, I believe that one lorry-maker puts the scraper rings of a new engine in the toolkit. They are for fitting later, when oil consumption grows (much later on) serious.

Weybridge, Surrey. DAVID JOHN.

YELLOW LIGHTS

Not Compulsory in France

[63898.]—In the December 7 issue of *The Autocar* my compatriot Maurice Gatsonides declares in his article, "All Set

CORRESPONDENCE . . . . . continued

for Trouble," that yellow bulbs must be used in France. May I draw the attention of your readers, and especially of those who are competitors in this year's Monte Carlo Rally, to the fact that this statement is wrong?

In the May 25 issue of your excellent journal I asked what was the reason for the constant Wild West stories about night driving in France, concerning the use of yellow bulbs.

My experience of 25,000 miles of driving in France, the Monte Carlo Rally included twice, is that British visitors can be absolutely sure not to meet any difficulties with normal white bulbs, provided that the beams are well directed and dipping takes place in time. Frequent stops by police do not apply to foreigners.

French drivers know that a foreigner is coming and will dip their lights better than ever to show their French *politesse*. Furthermore, if one is not used to yellow light, one will not like it at all and will be soon fatigued.

I hope that many British drivers will take advantage of my experience and keep their white lights shining, and in the cities their parking lights. B. D. PROOS HOOGENDIJK.

Amsterdam.

INDICATORS

A Good Word for the Semaphore

[63899.]—I have read with interest the correspondence on winking indicators. It seems that the "wig-wag" is not without honour save in its own country. I have been driving a British car in this country for some time and it is my experience that the English wig-wag is a far more effective indicator than the American winker.

Admittedly, at times the wig-wag is badly placed, but at least there is never any doubt about its meaning. The winker is particularly misleading at the rear, where it is liable to be confused with the stop light—especially when dual stop lights are provided, and one of them is not working!

In the dark the wig-wag has the outstanding advantage that it can be seen from the front, whereas the winker is lost in the general dazzle around the grille.

However, as one of your correspondents points out, the wig-wag is not without mechanical frailties; its reliability could be improved. H. C. LUTTMAN.

Toronto, 18, Canada.

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Into the Alligator Jaws!

[63900.]—Surveying the year's programme of our repair and service department, we find that, having handled many of the latest models and many cars fitted with specialist coachwork, our foreman is asking for two extra men.

The first, classified as a battery diviner, is merely a man who is capable of finding the battery, and the second is known as a battery attendant. He is a man with very long, thin, rubber arms, equipped with a large extending periscope for checking acid levels. We shall be glad to interview any such tradesmen.

Wishing your excellent journal every success.

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ROAD SAFETY

Contradiction Between Design and Precept

[63901.]—Much is being written in the Press to the effect that the only safe way to drive is at such a speed as to be able to stop within the length of vision.

I maintain that as long as it is common practice for human beings, stationary or dithering cars and other impedimenta, to be littered around the roads, whether fast trunk roads or not, this can be the only really safe method of getting about in a car or lorry.

I feel that we are all terribly muddled by this state of affairs, when we see the design of good, broad roads with banked but blind corners and cars which are designed to be very stable at high speeds and capable of getting round blind corners even if they are not banked.

I would not suggest that we tear up our banked corners or scrap our stable vehicles just to cut down speeds, nor that we should further limit speed on the open road—as I am quite certain that we must have fast transport both to enable us to compete in the price of our goods abroad and so that we may defend ourselves when we have to.

My feelings are that our laws and the enforcement of them are far behind the standard of design of roads and vehicles that we have achieved and that this is the reason why our consciences cause us such trouble. A. JOHN C. PROCTER.

Cowbridge, Glamorgan

ENCOMPASSED

Swinging the Car for Accuracy

[63902.]—Captain E. L. W. Evans' statement [63863] concerning compass inaccuracy must be quite incorrect. How does he account for the complete accuracy obtainable in aircraft compasses?

A car compass could be made accurate by "swinging" as for an aircraft, and a deviation card could be made out for use as necessary. Regular "swinging" is necessary and also when any major alteration or change is made!

Aviation maps, useful for navigation on the roads as well, show the magnetic variation applicable (in the British Isles it is between 10 deg W and 14 deg W approximately). A correction for compass deviation and magnetic variation applied to the compass reading would give a true bearing.

Some American tanks carry permanent compasses and when, and if, in the years to come, cars literally fly as well as motor, the above procedure may well become essential!

London, W.1. R. G. E. CATT, (Motorist and pilot).

M.C.C. RALLY

Everyone Enjoyed the Event

[63903.]—I refer to the very strong comments appearing in The Sport, November 16, with reference to the *Daily Express* Rally.

I would query not so much the facts and suggestions contained therein as the impression gained that the discrepancies had entirely spoiled the event. The first announcement of the results, followed by the news of the discrepancies and their effect, was very naturally irritating to say the least, particularly so to Mr. A. R. Foster, who was the first announced winner, but I think it would be going a little far to say that these occurrences entirely brought to nought the efforts of the organizing club to provide an enjoyable event for the average competitor.

I would add that, while I did not myself compete as my entry was received too late for acceptance, I covered a considerable part of the route as a travelling marshal and while doing so it was obvious that everyone was enjoying the event very much. I cannot feel that this would be entirely dissipated by the most certainly unfortunate snags which subsequently arose and which I agree should not be permitted to occur on a future occasion.

Hob Hill, Worcestershire. E. D. ROWLANDS.

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"THE AUTOCAR" READERS' SERVICE

Week by week *The Autocar* answers by post many questions from readers on a wide variety of motoring subjects—technical, legal, touring, maintenance, sporting and general. A selection from these of wide interest is published as a regular feature. Readers wishing to use this service should address their queries to The Editor, *The Autocar*, Dorset House, Stamford Street, London, S.E.1. Only a selection of queries and answers can be published, in view of which fact a stamped, self-addressed envelope should be enclosed for a direct reply. **It is requested that queries for this section be kept separate from other communications, and that questions which normally are addressed to manufacturers' service departments should not be regarded as eligible.**

Cars Under Covenant

I ordered a car several years ago and now that I have taken delivery I find that it is wholly unsuitable for my present-day needs. I have no thought whatever of financial gain but wondered whether it was possible to exchange the car for something more suitable and of similar value on the open market, or whether I could arrange an exchange with somebody else whose car is unsuitable for them but under covenant? T. E. R.

Cardiff.

IT is first necessary to apply to the British Motor Trade Association, 14, Fitzhardinge Street, London, W.1, for consent to dispose of the vehicle. Such decisions are dealt with by an independent adjudicator and the owner is usually permitted to sell the car back to the suppliers at a price not exceeding the original cost. (The dealer must then resell the car to an "essential" customer for not more than the current list price, plus purchase tax, plus 10 per cent as a handling charge.) In no circumstances would it be possible for the car to be sold without restriction.

The question of the supply of a replacement car would depend upon the dealer. He must act under the manufacturer's directives, which lay down that a person may receive a second post-war car only in exceptional circumstances. In other words, you would have a reasonable claim to part with your car for whatever you paid for it and get a second, more suitable car at list price.

To exchange cars under covenant both owners would have to apply for consent to the B.M.T.A. and, if both the original supplying dealers had no objection, consent would be given—provided that both parties agreed to execute the necessary further covenant in respect of each car.

New Car Disposal

A friend of mine expects to be offered delivery shortly of a new car. However, with the latest increase in price and purchase tax the model is now beyond his financial means. Is it possible for him to transfer the car to anyone else (meaning me!)? R. V. J.

London, S.W.13.

NO. If he cannot take the car himself it must be offered to the next person on the dealer's list.

Old Engines

I have a fairly ancient car which I decided to bring up to new standards. I have had the cylinders sleeved, the crankshaft ground and fitted with new bearings, new valves and valve springs, and so on. The valve timing, carburation and ignition are all accurately adjusted. However, now that it is run-in I realize that although it is going well it is not quite so potent as in its youth. Have you any idea what may be wrong? A. C. B.

London, N.W.3.

IT may be simply that the engine, although run-in, is not yet free enough to develop full power. This may take 2,000 miles or more. Alternatively it is often forgotten that small amounts of wear in timing gears, the camshaft, distributor drive, and so on, all add up to a measurable effect on performance.

Dynamo Dismantling

Would you tell me whether there is any difficulty in taking a dynamo to pieces for thorough cleaning and possibly the fitting of new carbon brushes? F. P.

Christchurch, Hampshire.

THERE is no particular difficulty in taking a dynamo apart for cleaning and fitting new brushes, but you should, of course, take proper notice of the manner in which the various parts are fitted so that you will be able to assemble the machine again.

Squeaking Bushes

I have had some trouble from squeaking in the suspension. Rubber bushes are used and must not, of course, be lubricated. The springs themselves are serviced in the usual way. Can you recommend anything that will stop this, as the bushes appear to be in satisfactory condition? J. R. McC.

Oxhey, Hertfordshire.

IT is not usual for squeaks to be made by rubber bushes but it is naturally not unknown. Without examination of the car new bushes seem to us to be the most likely cure.

Temperature and Batteries

Could you tell me whether a low temperature affects the output, as well as the capacity, of the car battery and, if so, to what extent? F. M. V.

Ballybrack, Co. Dublin.

TEMPERATURE affects battery capacity and output. No general rule can be given to determine the relation between temperature and capacity, as it depends largely on the construction and design of the battery, the density and thickness of the active material, acid volume and the type of separators. The effect of temperature increases on the electrolyte is slightly to reduce its resistance and thereby the internal resistance of the cell. If the temperature falls to near the freezing point of water a considerable voltage drop must be expected.

Paying for the Roads

Could you tell me who actually does pay for the roads? J. S. W.

Blackburn.

ROADS are paid for jointly by Exchequer funds and local rates. Exchequer funds are used to maintain trunk highways wholly, and also to make grants to local authorities to assist with road repairs in their area. The remainder of the expenditure on local roads is borne by local ratepayers. Cyclists and pedestrians do not make any special contribution, but motorists contribute their heavy special taxation which goes nominally into the Road Fund. In actual practice, of course, motor taxation is absorbed by general revenue, and general revenue provides some of the money for highways.

Burman Steering

There is excessive play in the steering of my 1936-37 Hillman Minx, which I have tracked down to the steering box. Could you give me any information on adjusting this unit? E. O.

Leeds.

BURMAN-DOUGLAS steering was fitted to this model and if wear has occurred in the worm and nut it will be necessary to get replacement parts complete, as they are lapped together before being sent from the factory. Wear in the upper ball race may sometimes be adjusted satisfactorily by slackening off the locknut and adjusting the hexagon-headed cone as necessary. It is important that you should not over-tighten.

Third Brush Output

I have an Eight with a third brush, 6-volt dynamo. This appears to charge in the normal way but the output is not sufficient for me to use the head lamps without the ammeter showing a discharge. Can you advise me? J. D. P.

Nottingham.

YOU should try adjusting the third brush so that the ammeter just shows a charge when the head lights are on. Then check to see that the charging rate is not too high for normal use. Apart from any electrical fault, it may be that your head lamp bulbs are too powerful for the dynamo output.

Insurance Claim

I recently had the misfortune to overturn my pre-war car when dazzled by an oncoming vehicle. The insurance company wants me to pay something towards the repair, as parts of the bodywork which must be replaced are said to be rotten. I have not had any claim before and would like to have your comments. A. K.

Loughborough, Leicestershire.

THIS procedure is normal, as there is no question of the insured making a profit either in cash or increased car value. For example, if a wing is badly dented its repair cost will be covered by the insurance company. However, if a wing cannot then be replaced because the wheel arch is rotten the owner may reasonably be expected to contribute towards the total cost.

World champion G.P. racing driver in 1951 was Juan Manuel Fangio, here seen embracing his compatriot, Gonzalez, after the latter's victory in the British G.P.

THE SPORT

Conducted by S. C. H. DAVIS and J. A. COOPER, A.M.I.Mech.E., M.S.A.E.

I DON'T know how Santa Claus treated you; personally, my Christmas stocking must have been a little on the small side, as my polite requests for a DB2 or an XK120 seem to have passed regrettably unanswered. Oh well . . . I think that the thing to do is to give Santa Claus himself a good Christmas present one year, in the confident expectation that he would remember to do the right thing next time. Anybody know where I can get hold of a good set of double-knocker reindeer, or a two-stage-supercharged beard trimmer?

SO far (this paragraph was penned before Christmas Day arrived) the weather has hardly been traditional for the time of year, except for the onset of a certain amount of fog. No snow, hardly any ice—in fact, as Stanley Holloway once said, "nuthin to laff at at all." Incidentally, isn't it amazing how the first bad fog of the winter inevitably catches out almost everyone—the fog lamp isn't there, or doesn't work, or is badly adjusted, the defroster is still at home, or has not been adapted to the new car . . . and so on.

Anyway, it is to be hoped that more seasonable conditions prevail for that traditional M.C.C. end-of-the-year class.c. the London-Exeter Trial, which starts tonight from Plymouth, Stratford-on-Avon and London. The first car competitor from each starting point leaves at 12.30 a.m. (Plymouth), 12.48 a.m. (Stratford) and 1.25 a.m. (London); after an all-night run, the routes converge on Exeter for breakfast. From there on, all competitors follow a common route, including the various observed sections, to the finish at Bournemouth. The observed sections include such old-established favourites as Fingle Bridge (first car arrives at approximately 8.45 a.m.), Simms (9.30 a.m.) and Harcombe (11 a.m.), while the first car should arrive at the Grand Hotel in Bournemouth shortly after 3 p.m. Car entries this year total 144.

TWO items of half-litre interest: first, the enthusiasts who have given up so much time and energy to marshalling at Brands Hatch were last week taken out by the *Daily Telegraph* (which journal has sponsored many of the principal events at that venue) to dinner at the Waldorf Hotel, followed by a visit to the Victoria Palace to see the Crazy Gang. As guests of honour, the party included Harold Daniell, motor cyclist Les Graham, and Stirling Moss—a fact of which the members of the Crazy Gang were apparently all too well aware. Secondly, the Half-Litre Club announces that the *Light Car* Trophy, awarded on a points basis for the best all-round performance of the year in various nominated hill-climbs, speed trials and races, has this year been won by Alan Brown of the *Ecurie Richmond*, with his outright win in the Luxembourg G.P. and second places at Silverstone in May and at the Nurburg Ring in July. His teammate Eric Brandon was second, and Don Parker third.

The trophy, together with a replica, will be presented at the annual dinner and dance of the Half-Litre Club, scheduled to take place on February 22, 1952.

IT now seems fairly certain that the Mercedes firm will be back in racing before long, although they have now announced that work on their new supercharged 1½-litre has been discontinued as a result of the announcement of the new formula. This, at least, is an interesting admission that there was to have been a new car; the existing 1½-litres (the pre-war cars) are being returned to Switzerland after tests at the Nurburg Ring, as it was decided that they were outclassed by their present-day opponents.

A team of Mercedes is entered for the Monte Carlo rally, driven by Caracciola, Lang and Kling, and these are the 2.2-litre six-cylinder saloons. It is possible that this engine, linered down to 2 litres, will be the basis of a team of cars for next year's Le Mans race, while, as the 1952 German G.P. will be run for formula 2 cars, there is another obvious speculation there; at any rate the experimental department at Unterturkheim must be working overtime.

ON the Saturday evening following the R.A.C. Trials Championship, the B.T.D.A. held their annual dinner, in Shrewsbury, and announced that W. H. Waring, winner of the trial, had also won the B.T.D.A. Star for the best aggregate performance in the year's major trials. It

The Man at the Wheel

D. F. ANNABLE

If this series of pen-portraits includes a large proportion of drivers of 500 c.c. cars, that is perhaps only natural, as so many of the younger and as yet less famous drivers—for whom this feature was especially intended—come into this class. Just such a personality is young Derek Annable, who only two weeks ago celebrated his twenty first birthday, but who already has appeared in many half-litre races and will certainly figure in many more.

Derek's first race was in 1950, when he competed in a sports-car meeting at Goodwood at the wheel of an H.R.G. This merely whetted his appetite, and in 1951 he took delivery of a J2 Allard with Mercury engine, with which he proceeded to compete in the Empire Trophy race in the Isle of Man, and in sports-car races at both Goodwood and Boreham. Then, towards the middle of the season, he took delivery of a 1951 Cooper-J.A.P., with which he has since raced at Brands Hatch, Boreham, Gamston and Castle Combe. For next year the name of D. F. Annable will appear in entry lists opposite that of Kjeft, for he has ordered one of the replicas of the car successfully raced this year by Stirling Moss, which are now under construction. All his energies will be concentrated on 500 c.c. events, mainly in England, principally because, as Derek says, he wishes to learn to walk before trying to run.

Slightly built, fair haired, with a small moustache, the reverse of overbearing in manner, Derek Annable is in private life a farmer at Marlow, in Buckinghamshire, and is frequently seen at the wheel of such vehicles as the dual-purpose Land-Rover, with which he also tows his trailer-mounted racing car.

". . . when every driver . . . has the same idea . . ."

seems probable that the runner-up for this award is T. C. Harrison, but there are one or two protests pending concerning recent events which might possibly have a bearing on the second and third places.

This win means that the Star, as well as the championship, has come to roost in the south of England for a year, which should spur the Northerners to extreme effort next year.

NEXT year Louis Rosier, champion driver of France, is forsaking his old love, the Talbot-Lago, in favour of a Foreign Car—pause with bated breath—to wit, Ferrari. In fact, he is establishing a partnership with French formula 2 champion, Maurice Trintignant, hitherto a pillar of the Simca-Gordini camp, and between them they will drive Ferraris in all the principal events under formulae 1 and 2, together with Le Mans and possibly one or two more of the sports car races.

This should be a formidable *équipe*, and will add great interest to next season, as the rivalry between them and (a) the official Ferrari team, and (b) their compatriots and former colleagues will obviously be intense.

COMING SHORTLY

DECEMBER 28-29.—M.C.C. Exeter Trial, starting from London, Stratford-on-Avon and Plymouth, 10.30 p.m.

30.—Peterborough M.C. Trial.

31.—Bentley Owners' Club New Year's Eve dinner dance and party, Grand Atlantic Hotel, Weston-super-Mare, Somerset.

31.—S. Caernarvonshire M.C. New Year's Eve dance, Marine Hotel, Criccieth, Caernarvonshire.

JANUARY 4.—Sunbac. Annual dinner and dance, Town Hall, Sutton Coldfield.

5.—Cemian M.C.—Annual dinner and dance, Rembrandt Hotel, Thurloe Place, London, S.W.7, 6 for 6.30 p.m.

5.—Vintage S.C.C. Measham Winter Rally.

11.—N. London Enthusiasts' C.C. Annual dinner-dance, Hendon Hall Hotel, Hendon, London, N.W.4.

11.—Tenby M.C. Annual dinner and dance, Royal Gate House Hotel, Tenby, Pembrokeshire.

16-17.—Peterborough M.C. Night rally, East Anglia.

THE SPORT: continued

WHEN I drove round the Le Mans circuit a month or two ago I was amused to see a whitewashed tree at one point, which I well remembered, having been concerned in the painting thereof some six months earlier. The idea, of course, was to indicate to a particular driver the exact point at which he should cut off for an approaching corner, especially during the night, when landmarks are not too visible. The accompanying sketch by "Sammy" shows what may happen one day when every driver in the race has the same idea and develops his own particular sign to provide the necessary indication!

THE formula 2 prospects for next year look increasingly bright, both in this country and on the Continent. Here there will be the latest H.W.M. and a formula 2 Cooper (of both of which more anon), together with the latest version of the Alta, the Connaught, and another very hush-hush project which is progressing rapidly at this very moment. The Connaughts, incidentally, will next year have engines of full 2-litre capacity—still basically Lea-Francis—and Ken Downing, J. M. Hawthorne and Ken Wharton are spoken of as likely conductors.

On the other side of the water, Ferrari and Simca-Gordini are already well equipped, and next year's cars will not unnaturally go a little faster than those that have carried off most of the honours in this class in 1951. Alfa Romeo, also, are alleged to be producing a formula 2 car, presumably with the Type 1900SC sports engine as the basis of the power unit. In Germany the A.F.M. is now—according to those who should know—just as fast as before but much more reliable, which should make it a formidable contender.

Many of the major races in France next year are being run under formula 2 rules, instead of formula 1; the French Grand Prix itself (that is, the G.P. de l'A.C.F.) will take place at Rouen in this manner, while the race at Rheims will revert to its previous title of the G.P. de France, and will also be a formula 2 race. J. A. C.

CLUB NEWS

Riley M.C. (Midland Centre).—A silver salver was presented to F. L. Robinson on his retirement from the chairmanship of the centre, and another to Arnold Farrar, the club's honorary secretary, in celebration of his recent marriage, at the annual dinner held at the Regency Club, Shirley, near Birmingham, on November 30.

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CLUB NEWS . . . . . continued

A note for the diary is the London Centre's Winter Rally, to be run on February 23. Regulations will be published shortly.

N. London Enthusiasts' C.C.—Another annual dinner and dance—at the Hendon Hall Hotel, Hendon, London, N.W.4, on January 11. Tickets obtainable from G. Bance, 11, St. Goerge's Avenue, Ealing, London, W.5.

Fifty-One M.C.—This club has recently been formed; it has arisen from the ashes of the once flourishing N.A.L.G.O. (Metropolitan District) M.C., and caters for motoring enthusiasts within reach of the Croydon district. The annual subscription is 5s per person. The honorary secretary, J. B. Mason, 19, Lake Road, Shirley, Croydon, will be pleased to hear from anyone who is interested.

Windsor C.C.—This club was formed just over two years ago, but has now a large and enthusiastic membership. Stirling Moss has recently been elected president. A discussion on the B.R.M. and a film show were held at the Castle Hotel, Windsor, on December 10, in which A. F. Rivers Fletcher told the story of the car, its origin and development, including the recent tests at Monza, and Stirling Moss gave the driver's point of view. It was a most interesting and much-enjoyed evening.

Honorary secretary of the club is E. Norton, 21, Westlands Avenue, Slough.

S. Caernarvonshire M.C.—The attendance at the recent annual general meeting was such that the little bar of the Marine, Criccieth, in South Caernarvonshire, was completely filled. D. A. Thomas, of the National Provincial Bank, Abersoch, Caernarvonshire, is the honorary secretary, and S. J. Myers and G. A. F. Wilkes are president and vice-president, respectively. Chairman is F. Hibbs, of the Mitre Hotel, Pwllheli.

A New Year's Eve dance will be held at the Marine Hotel, Criccieth (December 31), and a film show, including the Esso colour films of 1951 events, has been arranged for January 24, at the Crown Hotel, Pwllheli, starting at 7.30 p.m.

Manchester University M.C.—Only ten of the 24 starters in the Yorkshire Cup Rally on December 9 stayed the course. Starting from the University, Manchester, the 240-mile route cut across the Pennines and the Trough of Bowland to the luncheon stop at Clapham, in Yorkshire; by lunch-time only four competitors were still on schedule. During the afternoon, the course went up into Wensleydale via Ribblehead, and over Ilkley Moor to Keighley; but it was on the section after this, which lay around the back roads in the Huddersfield and Halifax area, where most competitors lost many marks.

Hail, driving rain, snow, and in some places floods added to the difficulties of an already formidable course. Results are as follows: 1, M.G. TA (T. A. Carlisle); 2, M.G. TC (J. Marks); 3, Morgan 1,297 (D. Howard); 4, Ford Anglia (A. J. Lilley); 5, Jowett Javelin (J. Ray); 6, M.G. 1½-litre (D. Dobson).

M.G. Car Club (S.W. Centre).—The annual general meeting, prize giving and supper-dance held recently at the Ship, Alveston, near Bristol, was certainly a lively occasion. Members of the sub-centres, Plymouth and South Wales, attended, and plans were discussed for the next Weston Rally.

Honorary secretary of the centre is R. White-Smith, and Michael D. King, The Fosse Way, Stow-on-the-Wold, Gloucestershire, was elected the new assistant secretary.

Vintage S.C.C.—The following are events on the club's calendar for 1952: January 5-6, Measham Rally; February 17, Bisley Rally; March 22, Pomeroy Trophy; April 19, Northern Section Trial; May 3, Silverstone race meeting; July 12, Silverstone race meeting; July 27, Madresfield rally; August 16, Prescott hill-climb; October 4-5, Welsh Rally; November 1, Northern Section Nidderdale Trial; and on December 7, the Bisley Rally.

IN BRIEF

Mr. Frank S. Allen, M.I.P.E., Mr. John Corbishley, A.C.A., and Mr. Anthony W. Martin, M.B.E., Assoc. I.E.E., have been appointed directors of E. K. Cole, Ltd., the manufacturers of Ekco radio.

Mr. D. J. Hopley has been appointed managing director of Oldham and Son (India), Ltd., the subsidiary in India of the Oldham battery manufacturers. He succeeds Mr. Edgar Oldham, who set up the initial organization.

A new library for full-time, part-time and evening students of the College of Technology and Commerce, at Leicester, is to be opened shortly. The librarian has therefore launched an appeal to obtain a comprehensive collection of trade catalogues, instruction handbooks and house journals. Such material should be addressed to the college librarian at Lero Buildings, Painter Street, Leicester.

Mr. W. H. Platt, assistant sales manager (wrought products), is retiring from the sales division of the British Aluminium Co., Ltd., after completing 41 years' service with the division. Mr. C. F. Batstone is to combine the functions of principal assistant sales manager with those previously carried out by Mr. Platt, and will be styled assistant sales manager (wrought products).

Acheson Colloids, Ltd., of London and Plymouth, who are the manufacturers of the "dag" colloidal graphite, have formed the London Chapter of the Acheson Twenty-Five Year Club. At the inaugural meeting, Mr. Howard A. Acheson, chairman and managing director, presented to those present (all of whom had completed at least 25 years' service) gold wristlet watches, suitably inscribed, as a token of the company's appreciation. Mr. T. K. Young, with 31 years service, was elected the first chairman.

INFORMATION SOUGHT

No. 16146. 1939 Hillman Minx.
"G.W.D."—General information and a handbook.

No. 16147. J-type M.G. Midget.
"E.F.B."—Maintenance hints, general information and a handbook.

No. 16148. 1930 Triumph Super Seven.
"T.P."—Hints on overhauling, rebuilding, and also a handbook.

No. 16149. 1935 Riley Nine Merlin.
"J.E.C."—General particulars and a handbook.

No. 16150. 1937 Lanchester Fourteen.
"F.C."—General information and a handbook.

No. 16151. 1938 10.6 h.p. Adler.
"A.J.H."—All possible details, maintenance hints, spares, and a handbook.

No. 16152. 1939 2½-litre S.S.100.
"J.A.F."—Maintenance details and a handbook.

No. 16153. Handbooks Required.
"S.A.C.D."—1933 Avon Standard.
"A.G.W."—1938 TA-type M.G. Midget.
"F.E.G."—1936 Standard Nine.
"T.W."—1938 14 h.p. Lea-Francis.
"R.F.B."—1934 10 h.p. Triumph White Cross.
"S.McD."—1939 Type 328 Frazer-Nash-B.M.W.
"R.R.A."—1936 Morris Ten.

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BRISTOL "401" Saloon, registered March 1951. Finished in Bristol red, fitted Ekco radio and Bristol heater.

FORD "Prefect" Saloon. Registered October 1950. Finished in black with beige upholstery. 6,000 miles.

RAILTON (L.W.B.) "Cobham" Saloon. First registered in March 1938. Made to special order. Completely overhauled by original body builders, new carpets, head lining, glasses, etc. Finished in Maroon. Fitted with rebored engine and fully guaranteed.

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RALLIES & TRIALS

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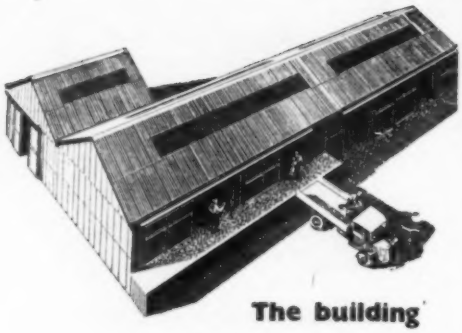

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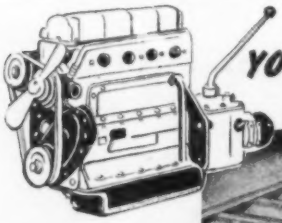

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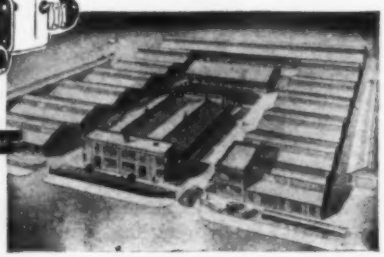

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1950 **RILEY** 1½-litre Saloon, 12,000 miles £1,495

1950 **ROLLS-ROYCE** 25/30 h.p. Foursome Fixed Coupe by Gurney Nutting, 9,000 miles..... £5,950

1950 **SUNBEAM TALBOT** "80" Saloon, 6,000 miles £1,175

1950/51 **TRIUMPH** Mayflower Saloon, heater, 3,000 miles £1,145

1949/50 **VAUXHALL** Wyvern Saloon, heater, 12,000 miles..... £1,015

1950 **VAUXHALL** Velox Saloon, 6,000 miles £1,195

1950/51 **WOLSELEY** Six-Eighty Saloon, heater, 8,000 miles..... £1,295

USED CARS WANTED

We have a ready market for used vehicles and would appreciate the offer to purchase all types.

OFFICIAL RETAILERS FOR ROLLS-ROYCE AND BENTLEY CARS

STANHOPE HOUSE
320, Euston Road, London, N.W.1
Telephone: EUSton 1212

AUSTIN HOUSE
297, Euston Road, London, N.W.1
Telephone: EUSton 1212

GLOUCESTER HOUSE
150, Park Lane, London, W.1
Telephone: GROsvenor 3434

16, UXBRIDGE ROAD, EALING, W.5
Telephone: EALing 6717

WELSH HARP, EDGWARE ROAD
LONDON, N.W.9
Telephone: HENdon 6500

For the convenience of our customers in South London, we have opened a Branch at:—382, Streatham High Road, London, S.W.16.

The Autocar

CLASSIFIED ADVERTISEMENTS

CLASSIFIED ADVERTISEMENT RATES

8d. per word, minimum charge 8/-, each paragraph charged separately, name and address must be paid for. Paragraphs of less than eight words are charged at 10/-. All advertisements must be strictly prepaid and should be addressed to The Autocar, Classified Advertisement Dept., Dorset House, Stamford Street, London, S.E.1.

Postal orders and cheques sent in payment for advertisements should be made payable to Iliffe & Sons, Ltd., and crossed & Co. Trade discounts of 5 per cent, 10 per cent and 15 per cent are allowed on orders for 13, 26 or 52 consecutive insertions. Full particulars on application.

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BOX NUMBERS

For the convenience of private advertisers Box Number facilities are available at an additional charge for 2 words plus 1/- to defray the cost of registration and postage except in the case of advertisements for 1951 cars and current models in which the name and address or name and telephone number must be included. Replies should be addressed to, "Box 0000, c/o 'The Autocar,' Dorset House, Stamford Street, London, S.E.1."

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The Publishers retain the right to refuse or withdraw advertisements at their discretion.

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

IMPORTANT NOTICE

Only cars which are not subject to the B.M.T.A. Covenant or other similar restrictions may be advertised, and submission of an advertisement is an implied acceptance of this condition.

A.C.

1950 A.C. 2-litre saloon, fawn, perfect condition; £1,295.—Peter Guest, Ltd., Gaywood, King's Lynn. Tel. 4128. [7729

SWANMORE GARAGE, 1176-1180, Christchurch Rd., Boscombe. Tel. Southbourne 1022.—1948 A.C. saloon, silver grey, one careful owner, Fram oil filter, heater, etc.; exchanges, terms. [2062

A.C. Cars Wanted

CASH immediately for good A.C.—H. F. Edwards, 154, Gt. Titchfield St., W.1. Langham 0012. [1832

ALFA-ROMEO

BARTLETT.—Alfa-Romeo, finest selection available; we are always interested buyers.—27a, Pembridge Villas, W.11. [1237

Alfa-Romeo Cars Wanted

ROWLAND SMITH'S, the Alfa-Romeo buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.

Alfa-Romeo Spares and Service

THOMSON & TAYLOR (BROOKLANDS), Ltd. Spares and service for Alfa-Romeo cars.—Brooklands Track, Weybridge. Byfleet 520. [0124

BEVERLEY MOTORS (proprietor N. H. Mann), Coombe Rd., New Malden, Surrey, are now producing special coachwork on Alfa-Romeo chassis to customers' requirements; examples will be found in our showrooms.—Te. Malden 4403. [9531

ALLARD

CAR MART, Ltd.

1950/1 Allard 2-door saloon, 9,000 miles; £1,245. —Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 3434. [1524

POTTER & RICHARDS offer choice of following Allards:—

1950 saloon, black, radio, like new; £1,095.

1949 drop head, many extras; £895.

1949 J2 2-seater, £1,100.—Kensington 6955 or write Richards, 62, Princes Gate Mews, S.W.7. [2078

ADLARDS MOTORS, Ltd. See our advertisement on page 54. [0276

BARTLETT.—Allard 1949 drop head coupe, 10,000 miles.—27a, Pembridge Villas, W.11. [1238

1948 (March) Allard drop head coupe, black, in perfect order; £825.—Wimbush & Co., Ltd., Auber 6896. [2176

1950 (November) Allard sports saloon, black; brown leather upholstery, 1,720 miles; £1,375.—Haskins, Ladbroke 1155. [4180

Allard Cars Wanted

BARTLETT, the Allard buyers.—27A, Pembridge Villas, W.11. Bayswater 0523. [1239

Allard Spares and Service

BRISTOL STREET MOTORS, Ltd.

MAIN Ford Dealers, 164-182, Bristol St., Birmingham, 5 (Tel. Midland 5861), for new and used Allards, spares and service; distributors for Warwickshire, Worcestershire, Staffordshire and Northamptonshire; trade enquiries invited. [0109

ALLARD MOTOR Co., Ltd., Service Dept., 51 Upper Richmond Rd., London, S.W.15. Tel. Vandyke 2855.

ADLARD'S MOTORS, Ltd., for all Allard spares.—43-45, Acre Lane, London, S.W.2. Brixton 6451.

ENCON COACHWORKS, of Fulham, 9, Estcourt Rd., London, S.W.6. Tel. Fulham 4021.—Specialists in Allard body repairs, body fittings for all models in stock; makers of Allard J.2, K.2 and tourer bodies. [0467

ALVIS

DICKS.

1934 Alvis 12hp drop head foursome coupe, fitted manual gear box, just resprayed, including modified hood, £325.

DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn. Maida Vale 6888-9 [8653

ALVIS 20 saloon, 35, perfect; £300.—Rosellegh, Dean Oak Lane, Leigh, nr. Reigate [1921

ALVIS

BROOKLANDS.

ALVIS distributors, new 3-litre for demonstration.

1947—1950 Alvis 14hp cars from £1,050.

1950 Alvis 14hp sports 2-str.

1950 Alvis 14hp saloon.

1949 Alvis 14hp saloon.

1949 Alvis 14hp Tickford coupe.

1948 Alvis 14hp saloon.

1948 Alvis 14hp Tickford coupe.

1948 Alvis 14hp utility, special interior finish

ALVIS cars examined and approved by makers

BUY or sell your car at

103, New Bond St., London, W.1. Mayfair 8351/6. [8484

1932 Alvis Speed 20, 1933 modifications, engine completely overhauled, new carburettors, batteries, good tyres, hood, screens, 23mpg, no oil, reliable, comfortable, fast; £255.—Box 5935. [1883

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ALVIS

1947 Alvis utility, fine order.

GUY ALFREDS & Co., Ltd., 6-7, Warren St., W.1. Euston 8268. [1504

GORDON CARS (LONDON), Ltd.—1950 Alvis 14hp saloon; £1,475.

GORDON CARS (LONDON), Ltd.—1949 Alvis 14hp saloon; £1,395.

GORDON CARS (LONDON), Ltd.—1949 Alvis 14hp coupe; £1,295.

GORDON House, 373, Euston Rd., London, N.W.1. Euston 6611. [1368

ACLAND & TABOR, Ltd., Welwyn 461, offer with three months' guarantee:—

1948 Alvis 14hp saloon, one owner, green, red leather, loose covers, excellent order throughout; £1,150. [1944

PERFORMANCE CARS.—Good selection always available, written guarantee.—See under "Sports Cars."

ALVIS 14hp, 1948, excellent condition, maintained by Alvis; £1,150.—Write A.H.P., c/o Dixons, 1-9, Hills Place, Oxford St., London, W.1. [2029

GATEHOUSE offer 1936 Alvis Silver Eagle saloon, black, in excellent condition; £295.—Gatehouse Motors, Ltd., Highgate Village, London, N.6. Mou. 4444. [1975

4.3-litre V.D.P. 4-door pillarless Alvis saloon, recent engine overhaul.—Potter & Richards, Kensington 6955, or write Richards, 62, Princes Gate Mews, S.W.7. [6526

1933-4 Alvis 11.9hp saloon, £265, complete overhaul, immaculate condition, 55mph, 31mpg, any trial, £350 o.n.o.—K. B. Contractors, Albion Place, Oxford. [1920

175 gns.—Alvis 1927, 12-50, type SD, 1,496cc super sports 2-seater, grey, red wheels, good tyres, excellent condition, taxed; terms, exchanges.—Rowland Smith, below:—

895 gns.—Alvis 14, 1947, 4-door sports saloon, black, sliding head, fawn leather, radio, Windtone horns, carefully used, excellent condition, taxed; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith Hampstead (Hampstead Tube). Hampstead 6041. [1549

LANCASHIRE and Cheshire sales service and spares specialists.—Parkers (Manchester and Bolton), Ltd., Bradshawgate, Bolton (Tel. 4080); and 176, Deansgate, Manchester (Tel. Deansgate 4507). [3539

£199! Note £199!—Genuine 1935 Alvis Speed 20 4-door Charlesworth sports saloon. Bray's New Year offer to enthusiasts.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [2186

ALVIS (reg. May, 1937) Crested Eagle 4-door saloon, superb condition, finished in beige with brown hide upholstery, fitted radio and heater, 5 new Pirelli tyres; £400 has been spent on this motor car in the last 12 months, receipts available; £700; (there is an extra set of 5 new tyres if required).—Box 5910. [1774

ALTON GARAGE, the Alvis people.—£695, 1947 14hp utility, private licence; £495, Speed 25 fitted 7-seater limousine body; £450, 1937 17 Silver Crest sports saloon, £425, Speed 20 Mayfair sports saloon, £425, Speed 20 Charlesworth sports saloon, £365, 17 touring saloon, very clean; £325, 17 saloon, £295, Speed 20 V.D.P. sports saloon, and many others.

WE have a selection of 12hp models available from as low as £80—even these can be purchased on hire purchase without formality.—Alton Garage, 17/19, Brook Mews North, Craven Rd., W.2. Paddington 8982. [9858

£545.—4.3-litre Alvis special Mulliner sports saloon, 1937, a car of distinction and grace with a phenomenally high standard of performance, complete history known, one owner from new to 1948 (present owner emigrating this month), complete engine reconditioning carried out January 1951 at Messrs. Alvis works, over £250 spent on general mechanical overhaul, carefully driven for 5,000 miles only since work carried out, maroon coachwork and interior original in every respect except for carpets, special features and extras include driver-controlled hydraulic shock absorbers, dual windtones and Bosche passlights, reversing lamp and interior boot illumination, vacuum servo brakes, built-in hydraulic jacks, all accessories being in 100% working order; this car must be seen and tried to appreciate its magnificent qualities. Also two 1938 Alvis Speed 25 sports saloons and a very special Alvis Speed 20 sports saloon available at Camden Motors, Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines); write for post-free catalogue; nearly 500 cars ready for inspection and purchase, hire purchase, part exchanges, free delivery; showrooms open till 7 p.m. from Monday to Saturday. [2215

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

ALVIS

GUY SALMON AUTOMOBILES, Ltd., offer:—

1948 Alvis 14hp saloon, black with cherry red leather, a perfect example, as new, £1,395.—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3. [4915

1947 (Dec.) Alvis 14hp saloon, one owner, 22,000 miles, metallic blue, marvellous order throughout, £995, part exchanges, deferred terms.—Chain Garages, Ltd., Hanger Lane, Western Avenue, Ealing, W.5. Per. 4404-5. [2164

Alvis Cars Wanted

ROWLAND SMITH'S, the Alvis buyers:—Hampstead High St. (Hampstead Tube), Ham. 6041. [0914

1949—50 Alvis; please give particulars and price.—A. FREEMAN, Ltd., Grosvenor Garage, Burnage Lane, Manchester, 19. Rus. 2874-5. [0494

S. F. ERSKINE & SONS, Alvis distributors of Woking, invite details of late models for disposal.—Woking 550. [0697

CHARLES FOLLETT, Ltd., buy good late model cars.—Berkeley St., W.1. May. 6266. Service Works and Stores, Barnsdale Yard, off Elgin Ave., W.9. Te. Cunningham 5936-7-8. [0590

Alvis Spares and Service

SERVICE and spares for Alvis cars.

ALVIS Ltd., Service Station, 832, Finchley Rd., London, N.W.11. Tel. Speedwell 6762-3-4. 'Grams, Alvicar, Gold, London.

AND at Alvis, Ltd., Service Station, Holyhead Rd., Coventry. Tel. 5501. Grams, Alvis Coventry.

CHARLES FOLLETT, Ltd., Alvis specialists.

SHOWROOMS: 16, Berkeley St., W.1. May. 6266.

SPARE parts.

SERVICE: Barnsdale Yard, off Elgin Ave., W.9. Tel. Cunningham 5936-7-8. [0891

KINGSTON-ON-THAMES.—Sales, Service and Spares. —G. W. Wilkin Ltd., Weston Park, and 91, Eden St., Kingston 2241. [0670

ALVIS repairers and spares specialists.—A. Freeman, Ltd., Grosvenor Garage, Burnage Lane, Manchester, 19. Rus. 2874-5. [0858

AMERICAN CARS

SIDNEY MARCUS, Ltd.

1947 Buick 4-door de luxe saloon, l.h.d., beautifully maintained, £1,575.

1950 Chevrolet de luxe saloon, low mileage, as new, choice of two.

SIDNEY MARCUS, Ltd., 35, Sloane St., S.W.1. Tel. Sloane 3557/6970. [5306

SIMPSON'S MOTORS offer:—

1948 Buick convertible, electrically operated hood, all accessories.

1947 r.h.d. Buick 51 Super with extras, very clean car.

1949 Chevrolet 2-door sedan, fitted with heater, low mileage.

1949 Chevrolet 2-door sedan, fitted with radio and heater.

1948 Chevrolet convertible, electrically operated head, fitted with heater.

1949 LATE type Oldsmobile 4-door saloon, hydramatic drive.

1949 Plymouth 4-door saloon, fitted with heater and seat covers.

1948 Studebaker Commander, electrically operated hood, all accessories.

SIMPSON'S MOTORS (Wembley), Ltd. (American Car Specialists). Wembley 8691-2. [6431

JOE THOMPSON (MOTORS), Ltd., offer:—

A SELECTION of American cars.

JOE THOMPSON (MOTORS), Ltd., 97, Fulham Rd., South Kensington (next to Michelins). Ken. 4858.

CAMDEN MOTORS offer the following post-war American cars, all guaranteed in writing:—

1946 Buick Roadmaster 6-seater saloon, registered July, 1947, all extras.

1949 Buick Roadmaster drop head coupe, electric hood and windows, screenwash.

1949 Buick Super 8 6-seater saloon, latest type Dynaflow drive.

1948 Chevrolet Stylemaster saloon, series E.J., one owner, small mileage.

1949 Ford V-8 Custom 6-seater saloon, overdrive, latest style bodywork.

1949 Ford V-8 Custom 6-seater drop head coupe (convertible), all extras.

1947 Ford Mercury V-8, right-hand drive 6-seater saloon.

1947 Packard Super Clipper 8 saloon, right-hand drive model, one owner.

1948 Pontiac Streamliner 8 6-seater saloon, 4-door model, hydramatic drive.

1948 Pontiac Streamliner 8 de luxe saloon, also with hydramatic drive.

FOR details and prices of above see under respective classifications or 'phone, write or call:—

CAMDEN MOTORS, Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines). [1620

American Cars Wanted

SIMPSON'S MOTORS (WEMBLEY), Ltd.

THE American Car Specialists, urgently require all models American Cars. Wembley 8691-2. [0547

SIDNEY MARCUS Ltd.,

BIGGEST buyers of American cars.

URGENTLY require post-war American cars.—35, Sloane St., S.W.1. Tel. Sloane 3557-6970. [1507

SIMPSON'S MOTORS (WEMBLEY), Ltd.

THE American Car Specialists,

URGENTLY require all models American cars. Tel. Wembley 8691-2. [0476

ARMSTRONG SIDDELEY

P & J PASS & JOYCE, Ltd., offer:—

1950 Armstrong Siddeley 18hp Lancaster saloon, one owner, colour fawn, autchiro seats, as new.—184, Gt. Portland St., W.1. Museum 1001. [2016

CAR MART, Ltd.

1950 Armstrong Siddeley 18hp Whitley saloon, heater, 6,000 miles, £1,695.—Car Mart, Ltd., 520, Euston Rd., N.W.1. Euston 1212. [1525

BROOKLANDS.

1949 Armstrong Siddeley Lancaster saloon, black, serviced by makers.

103 New Bond St., London, W.1. Mayfair 8351/6. [7886

SAUL & SLATTER, Ltd., offer:—

1947 Armstrong Siddeley Lancaster saloon, black, one owner, £875.

44—46, Aldermans Hill, N.13. Pal. Grn. 1205/7175. [1852

CHARLES FOLLETT, Ltd., offer:—

1950 Armstrong Siddeley 18hp Typhoon, blue, radio, 16,000 miles, good condition throughout, £1,525.

18 Berkeley St., W.1. May. 6266

SERVICE Works and Stores, Barnsdale Rd., off Elgin Ave., W.9. Cunningham 5936-8. [1746

GORDON CARS (LONDON), Ltd.—1950 Armstrong Hurricane coupe, £1,475.

GORDON CARS (LONDON), Ltd.—1948 Armstrong Typhoon saloon, £995.

GORDON CARS (LONDON), Ltd.—1947 Armstrong Hurricane coupe, £875.

GORDON House, 373, Euston Rd., London, N.W.1. Euston 6611. [1370

1940 Armstrong 16 saloon, £475.—Roys Autos, Ltd., Euston 2700. [9764

1950 Armstrong Siddeley Whitley saloon, black with brown leather, 12,000 miles.

JACK OLDING OF MAYFAIR, 6-10, North Audley St., W.1. Mayfair 5242. [1510

1948 Armstrong Typhoon saloon, one owner, manual gear box, superb condition, £1,075.

MAYFAIR CARRIAGE Co., Ltd., The Hyde, Edgware Rd., N.W.9. Col. 9092.

GATEHOUSE offer 1938 Armstrong Siddeley 17 saloon, black, excellent condition, £425.—Gatehouse Motors, Ltd., Highgate Village, London, N.6. Mou. 4444. [1951

£199.—1956 Armstrong 17 modern saloon, exceptionally clean condition, unrepeatable offer.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [2177

1938 Armstrong 17hp sports saloon, completely overhauled and in very special condition, £520.—Thornton, 26, Meadow Bank, Charlton-ville, Manchester, 21. [1675

1949 Armstrong Siddeley Typhoon, green, fawn leather, in 1950 condition throughout, £1,095.—Bells Service Garages, 144, London Rd., Kingston-on-Thames. Kingston 1165. [2030

1950 Armstrong Siddeley Whitley saloon, first registered 21/7/50, finished in black with red leather upholstery, one previous owner, fitted with heater and manual gear box, in exceedingly good condition throughout.

ARTHUR MULLINER Ltd., Bridge St., Northampton. Tel. 907. [1957

950gns.—Armstrong Siddeley, May 1947, Lancaster 4-door saloon, black, sliding head, brown leather and cloth upholstery, radio, heater, small mileage, exceptional condition, taxed; terms, exchanges.—Rowland Smith, below.

750gns.—Armstrong Siddeley, June 1946, Hurricane foursome drop head coupe, fawn, brown leather, manual gear change, carefully used, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [1550

CAMDEN MOTORS.—Armstrong Siddeley 16hp Hurricane drop head foursome coupe, late 1948, in grey, seat covers, heater, pass lights, late property Coventry business executive, this car has been maintained by makers right from new, and is in superb condition in every respect, £1,095.

CAMDEN MOTORS.—Armstrong Siddeley 15hp Lancaster 4-door de luxe saloon, March 1947, black, brown leather, unmarked, serviced solely by distributors every 2,000 miles, fitted heater and radio, £935.

CAMDEN MOTORS.—Armstrong Siddeley 25hp limousine, July 1940, practically the last model produced prior to the post-war era, immaculate dark blue finish and sumptuous interior, furnishings of the very highest quality, whole appearance quite up to post-war standard, widest face forward occasional seats, division, intercom., heater, etc., engine just stripped down and completely overhauled in our workshops by expert staff, a most desirable car which must appeal to discerning hire concern, £595.

CAMDEN MOTORS.—Armstrong Siddeley 16hp Hurricane drop head, 1946, quite an outstanding example of this series with excellent grey coachwork and red leather interior, fitted built-in heater, pass lights, etc., nominal mileage only, £795.

CAMDEN MOTORS, Ltd., Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines).—Write for post free catalogue of nearly 500 cars ready for inspection and purchase; hire purchase facilities, part exchanges; free delivery anywhere in the United Kingdom; fares refunded to purchasers from any part of the country; showrooms open till 7 p.m. [1616a

A & S Limousine 1938 25hp, partition, widest occasionals, black, exceptional condition, engine overhauled.

1939 17hp Limousine, widest occasionals, partition, black, Sears.

ALPE & SAUNDERS (100-Limousines) Providence Court, North Audley Street, Mayfair 2941. [1423

Armstrong Siddeley Cars Wanted

ROWLAND SMITH'S, the Armstrong buyers.—Hampstead High St. (Hamp. Tube), Ham. 6041. [0916

ANY post-war Armstrong Siddeley wanted.—Corbitt & Taylor, 22, Conduit Mews, W.2. Ang. 6049. [3545

MARSTON MOTOR Co., Ltd., for your Armstrong Siddeley.—Tel. Sta. 6000. Seven Sisters Rd., Tottenham, N.15. [0185

HENLY'S, Ltd., wish to purchase first-class carefully used Armstrong Siddeley cars.—1-5, Peter St., Manchester. Te. Blackfriars 7843. [0601

PASS & JOYCE, Ltd., London and District distributors, wish to purchase carefully used post-war Armstrong Siddeley cars.—184, Gt. Portland St., W.1. Museum 1001. [0305

Armstrong Siddeley Spares and Service

ARCOT MOTORS, Ltd.

ARCOT MOTORS, Ltd.—Preselector gear boxes; exchange and repairs.—169, Fulham Rd., S.W.3. Kensington 7301. [0235

ARCOT MOTORS, preselector gear boxes, exchange and repairs.

ARMSTRONG SIDDELEY Owners.—Complete overhauls service and repairs by our highly skilled and specialist mechanics in our modern well-equipped workshops.

ARCOT MOTORS, Ltd., 169, Fulham Rd., S.W.3. Write, call or 'phone Kensington 7301. [0644

A LARGE stock of spares for the above cars always available.—Pass & Joyce, Ltd., London distributors, Works Hawley Crescent, Camden Town. Tel. Gul. 4141.

HENLY'S, Ltd., Cheetham Hill Rd., Manchester, 8, have large stocks of spares; reconditioning of cars and preselector gear boxes undertaken.—Tel. Deansgate 6215. [0602

CENTRAL GARAGE, Croydon, distributors for Armstrong Siddeley cars, sales, spares and servicing, complete overhauls, mechanical or coachwork.—Central Garage. Te. Cro. 7464. [1999

ASTON MARTIN

BROOKLANDS.

ASTON MARTIN distributors; new 2.6-litre for demonstration.

BUY or sell your cars at

103 New Bond St., London, W.1. Mayfair 8351-6. [4548

ASTON MARTIN 2-litre short chassis 2/4-seater sports, in really first-class mechanical condition, coachwork perfect, new hood, tonneau cover, red, tyres all nearly new; £725.

PARADE MOTORS (MITCHAM), Ltd., 6-67, Monarch Parade Mitcham. Tel. Mit. 3592. [1985

Aston Martin Cars Wanted

ASTON MARTIN cars wanted for cash; full details.—Friary Motors, Ltd., Old Windsor. Windsor 2002-3.

CASH immediately for good Aston Martin.—H. F. Edwards, 154, Gt. Titchfield St., W.1. Langham 0012. [1855

ROWLAND SMITH'S, the Aston Martin buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0917

Aston Martin Spares and Service

FRIARY MOTORS, Ltd.

SOLE suppliers of spares for all Aston Martin cars produced up to 1940; specialised servicing facilities, 2-litre reconditioned engines available.—Straight Rd., Old Windsor. Tel. Windsor 2002-3. [0196

AUSTIN SEVEN

ELITE MOTORS offer:—

1939 Austin Big 7 4-door de luxe saloon, two owners since new, a specimen car in faultless bodily and mechanical condition, £595.

ELITE MOTORS, 951-961, Garratt Lane, Tooting Broadway. Tel. Balham 2474 (4 lines). [1969

B. J. HUNTER, Ltd., offer:—

1939 Austin 7 saloon, choice of three; from £500.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6305. [9712

225gns.—Austin 7, 1937 model, Ruby de luxe saloon, dark blue sliding head, blue leather, good Dunlop tyres; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [1551

Austin Seven Cars Wanted

ROWLAND SMITH'S, the Austin 7 buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.

AUSTIN EIGHT

B. J. HUNTER, Ltd., offer:—

1947 Austin 8 saloon, one owner, £575.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6305. [9711

KENTISH & THOMSON, Ltd.

1947 Austin 8 saloon, black, small mileage, nice condition throughout; £550.

564 Wickham Rd., Shirley, Croydon. Springpark 2477. [2037

C.M.I. CAR SALES (Pri. 6623) offer:—

1947 Austin 8 4-door saloon, blue, brown leather upholstery, immaculate condition.—Swiss Cottage, Finchley Rd., N.W.3. [9414

D. J. SHEPHERD & Co. (ENFIELD), Ltd.

1947 Austin 8 de luxe 4-door saloon, black, brown interior, excellent condition; £535.

D. J. SHEPHERD & Co. (ENFIELD), Ltd., 435, Hertford Rd., Enfield. Howard 1631. [1310

1940 Austin 8, blue with brown leather interior; £450.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gla. 2234. [2050

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

AUSTIN EIGHT

AUTOMOBILE & AIRCRAFT SERVICES, Ltd., offer:—

1946 Austin 8 4-door saloon.

MARLBOROUGH Works, Kenton. Tel. Wordsworth 5656 and 5686. [9874

AUSTIN 8, 1946 de luxe, specimen.—See Chipstead Motors, "Sports Cars" column. [1337

1940 Austin 8 4-door de luxe saloon, outstanding condition; £445, 3 months' guarantee, terms and exchanges.

JACK WILLIAMS MOTORS, Ltd., 160, Priory Rd., Hornsey. Mountview 5228 and 5774. [1081

1947 Austin 8 de luxe saloon, guaranteed; £520; payments.—Vaughan, 17, Astwood Mews, S.W.7. Fro. 1319. [2038

L. F. DOVE offer: 1947 (October) Austin 8 saloon, black with brown, 26,000 miles only; £595.—69, Broadway, Wimbledon, S.W.19. Liberty 3456. [2128

1947 (Aug.) Austin 8 4-door saloon, l/h drive, only 22,000 miles, in beautiful condition inside and out, excellent tyres, new spare, this car has not been out of the country, outstanding value; £525.—Pantiles Service Garage, London Rd., Guildford 5326. [9330

1946 Austin 8hp saloon, black with brown leather, low mileage, carefully used, first registered 1.6.46; £595; we are prepared to consider any pre-war or post-war car in part exchange and make a very generous allowance.—Herbert Robinson, Ltd., Cambridge. Tel. 4461. [1727

Austin Eight Cars Wanted

C
M
THE CAR MART, Ltd., London distributors, wish to purchase Austin 8 cars.—297, Euston Rd., N.W.1. Euston 1212. [0952

ROWLAND SMITH'S, the Austin 8 buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.

AS new, post-war Austin 8 required.—Fortune, 33, Cambridge Rd., E.11. Tulse Hill 1268 (day). [0723

CASH buyers of low mileage Austin 8s, distance no object.—Hattons, Lord St., Southport. Tel. 2268. [0784

AUSTIN TEN

B. J. HUNTER, Ltd., offer:—

1946 Austin 10 saloon, carefully used, definitely unmarked; £675.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [5702

D. J. SHEPHERD & Co. (ENFIELD), Ltd.

1946 Austin 10 de luxe saloon, black, brown interior, excellent condition; £585.

D. J. SHEPHERD & Co. (ENFIELD), Ltd., 435, Hertford Rd., Enfield. Howard 1631. [1309

1935 Austin 10 saloon, taxed; £225.—Roys Autos, Ltd., Euston 2700. [1421

1946 Austin 10 saloon, black, bodywork in first-class condition; £650.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gla. 2234. [1521

AUSTIN 10, 1947 de luxe, one owner, immaculate.—See Chipstead Motors "Sports Cars" column [1338

1946 Austin 10 sun. saloon, black, carefully used; £600.—Buntings Motor Exchange, Harrow, Tel. 6225-6 [9997

1935 Austin 10 saloon, fawn, a well-kept car, engine recently overhauled, good tyres all round; £230.

MAGDALEN MOTORS, 311, Trinity Rd., Wandsworth Common. Battersea 5573. [9730

1946 Austin 10 saloon, fitted radio, beautiful condition throughout; £625.—Hendon Central Garage, Hendon 1423. [1988

1938 Austin 10 de luxe saloon, excellent condition; £395.—Jacquier, Ltd., 225-7, Hammersmith Rd., W.6. Riverside 6677-8. [2159

1938 Austin 10 saloon, excellent condition; £425.—Thomas Motors, Ltd., 117, London Rd., Kingston, Surrey. Tel. 8415. [9841

1946 Austin 10 saloon, black, immaculate condition; £595.—Silverthorne Motors, Ltd., 1013, Finchley Rd., N.W.11. Meadway 2288. [2147

1936 Austin 10 Lichfield saloon, finished Portland grey with grey leather, engine entirely reconditioned recently; a most economical and reliable car; £235.

ROBBINS, 96-98, Upper Richmond Rd., East Putney, S.W.15. Tel. 4581. [9006

£235—1935 Austin 10 de luxe saloon, blue and black, blue leather, clean condition.—Bray Motors, 180-184, West End Lane, N.W.6, Hampstead 6490. [2191

WALTER SCOTT, Ltd., 1936 Austin 10 cabriolet, black, exceptional condition; £285.—39, College Crescent, Hampstead, N.W.3 (Finchley Road Tube). Pri. 5914 [9408

1946 Austin 10 de luxe saloon, black, brown hide upholstery, one owner, superb condition; £650.—Northways Garage, Swiss Cottage, N.W.3. Primrose 1127. [1083

375 gns.—Austin 10 June, 1937, Cambridge de luxe 4-door saloon, green, sliding head, green leather, excellent condition, terms, exchanges.—Rowland Smith, below.

495 gns.—Austin 10, 1939, Cambridge de luxe 4-door saloon, black, sliding head, brown leather, carefully used, exceptional condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [1960

£399 1940 Austin 10 de luxe saloon, black, brown leather, note the price, an excellent runner, bargain.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [2190

£649—Rare and beautiful Austin 10, one titled owner since 1946, beautiful, spotlessly maintained and genuine small mileage; definitely the finest and cheapest offered.—Below.

£495—1939 Austin 10 Cambridge de luxe saloon, absolutely beautiful exterior and mechanically excellent; you must see this one.—Below.

LAMBS OF WOOD GREEN, Finchley Showrooms, 421, High Rd., Finchley, N.12. Fin. 6221. [9019

TANKARD & SMITH, Ltd., offer 1940 Austin 10 saloon de luxe, finished in black, with brown leather upholstery, an exceptionally nice car; £465, 3 months' written guarantee.—97, Peckham Rd., S.E.15. Tel. Rodney 2051. [9836

Austin Ten Cars Wanted

C
M
THE CAR MART, Ltd., London distributors, wish to purchase Austin 10 cars.—297, Euston Rd., N.W.1. Euston 1212. [0953

AS new, post-war Austin 10 required.—23, Broadwalk Court, W.8. Tulse Hill 1288 (day). [0724

ROWLAND SMITH'S, the Austin 10 buyers.—Hampstead High St. (Hampstead Tube). Hampstead 6041. [0920

CASH buyers of low mileage Austin 10s; distance no object.—Hattons, Lord St., Southport. Tel. 2268. [0785

AUSTIN A40

NEWNHAMS, Ltd.

1950 Austin A40 saloon, grey with blue, excellent condition.

NEWNHAM House, 235-7-9, Hammersmith Rd., London, W.6. Riverside 4646. [2308

CAR MART, Ltd.

LONDON Distributors.

1950 Austin A40 saloon, heater, 1,000 miles; £1,225.—Car Mart, Ltd., Austin House, 297, Euston Rd., N.W.1. Euston 1212. [1526

PALMERS MOTORS, Ltd.

1949 Austin A40 saloon, 4-door, grey, one owner, low mileage, carefully used; £875; exchanges and terms.—53, York St., Twickenham. Popesgrove 1890. [2104

B. J. HUNTER, Ltd., offer:—

1950 Austin A40 saloon, full de luxe model; £995—Below

1949 (November) Austin A40 saloon, country car, carefully used; £895.—Below.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [8673

H. A. SAUNDERS, Ltd., offer:—

1950 Austin A40 saloon, grey, grey upholstery, 11,000 miles; £995.

1949 Austin A40 saloon, grey, grey upholstery, 7,000 miles; £975.

836 842, High Rd., N.12. Hillside 0024. [2145

PHILIP RICKARDS, Ltd., offer:—

1950 Austin A40 saloon, beige, 11,000 miles.

1950 Austin A40 saloon, green, low mileage.—4, Brick St., Park Lane, London, W.1. Grosvenor 4772-3. [1979

WARWICK WRIGHT, Ltd., offer:—

1950 Austin A40 Devon saloon, fawn, brown leather, 1,700 miles.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761 [4838

CHARLES RICKARDS, Ltd., offer:—

1950 (Sept.) Austin A40 Devon, heater, sliding roof, beige, one owner, 11,000 miles, choice of two, taxed; £1,0 5.

ALSO a good selection of genuine low-mileage cars, offered with our 3 months' guarantee.

56, Bayswater Rd. W.2 (next door Lancaster Gate Tube Stn., 5 mins. from Marble Arch). Pad. 1820. [1230

H. A. SAUNDERS, Ltd., Radlett, Herts.

1950 Austin A40, mileage 15,000; £1,085.

1949 Austin A40, mileage 15,000; £900.—Te. Radlett 6167 and 5849. [2521

PHŒNIX MOTOR Co. (Surrey), Ltd., offer:—

1950 (October) Austin A40 Devon saloon, beige, brown interior, 15,000 miles only; the condition of this car is consistent throughout with a considerably smaller mileage, and is in showroom condition in every respect; £1,025.

PHŒNIX House, High St., Sutton, Surrey. Vigilant 1121. [2066

1948 Austin A40 Dorset saloon, black, heater; £825.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gla. 2251. [9004

1950 A40 utility, 7,000 miles; £875.—Roys Autos, Ltd., Euston 2700. [9760

1950 A40 saloon, 7,000 miles; £1025.—Roys Autos, Ltd., Euston 2700. [9767

1949 A40 saloon, radio and heater, immaculate condition; £895.

C. & W. MOTORS Ltd., Queen's Head Garage, East End Rd., N.3. Finchley 6236-7. [1300

1950 Austin A40 Devon saloon, finished in black; £895; exchange considered.

ERIC HAYES, Ltd., 13, Bishops Bridge Rd., Paddington W.2. Paddington 0289. [7859

1949 Austin A40, fawn, £950.—C. A. Peto, Ltd., 42, North Audley St., W.1. Mayfair 3051. [2125

1950 (May) Austin A40, 7,000 miles.—Ernest Sutton. Tel. Rogate 4 (trade only). [2118

1949 Austin A40 saloon, grey; £925.—C. A. Peto, Ltd., 42, North Audley St., W.1. Mayfair 3051. [7723

1949 Austin A40, green; £850.—Frickers of Holland Park (next door to Underground). Tel. Park 5077. [2137

1950 Austin A40, radio, heater, 5,000 miles.—H. C. Paul, Ltd., 32, Bruton Place, W.1. Mayfair 0821-2. [6525

1949 Austin A40 Devon saloon, green with beige upholstery, one owner since new, heater, exceptional condition; £895.

R. C. WIMBUSH, Ltd., 312, Earls Court Rd., London, S.W.5. Fremantle 8401. [8044

1949 Austin A40, grey, blue leather, heater, loose covers, very low mileage, choice of two; £985.—Odeon Motors, Ltd., Barnet 4100 [1292

1950 model Austin A40, 13,000 miles, as new; £985.—Blue Star Garages, Ltd., 364, Kensington High St., W.14. Tel. Western 9851. [2123

1950 A40 Devon sunshine saloon, grey and blue trim, one owner, small mileage; £1,075.—Kings Motors, 1 High St., Hounslow. Tel. 3552. [1319

1950 Austin A40 saloon, low mileage, choice of two, one radio, from £975.—Allery & Bernard, Ltd., 372, Kings Rd., Chelsea. Tel. Flaxman 7348. [6790

1949 Austin A40 Devon saloon, one owner, moderate mileage; £785.—Bells Service Garages, 144, London Rd., Kingston-on-Thames. Kingston 1165. [2032

DEC., 1949, A40 saloon, grey/blue, heater, moderate mileage, one owner, immaculate; £890.—H. A. Saunders, Ltd., 144, Golders Green Rd., N.W.1., Speedwell 0011. [1255

1950 (Oct., 1949) Austin A40 saloon, mist green, leather, one owner, genuine mileage 15,000; £895.—R. S. Mead (Sales), Ltd., 42, Queen St., Maidenhead. Tel. Maidenhead 3431-2. [2199

895 gns.—Austin A40, April 1949, Devon 4-door saloon, portland grey, fawn leather, heater, one owner, carefully used, exceptional condition, terms, exchanges.—Rowland Smith, below:—

750 gns.—Austin A40, August 1948, Dorset saloon, light green, sliding head, fawn leather, small mileage, exceptional condition, taxed; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [1553

1949 (June) Austin A40 Devon saloon, grey with blue leather, sun roof, radio and heater, one owner, 21,000 mls., perfect; £885.—Gibsons Sports Cars (Xchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1661. [9678

Austin A40 Cars Wanted

T
H
E
CAR MART, Ltd.
AUSTIN cars
REQUIRED immediately
MAKE your enquiries to
AUSTIN House, 297, Euston
ROAD, London, N.W.1.
TELEPHONE: Euston 1212. [0957

A40 car wanted.—Mac, 2, Park Hill, Carshalton, Surrey. Wallington 6397. [2167

AS new, post-war Austin A40 required.—30, Ryecroft Rd., S.W.16. Tulse Hill 2768 (day). [0725

ROWLAND SMITH'S, the Austin A40 buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.

CASH buyers of low mileage Austin A40s, distance no object.—Hattons Lord St., Southport. Tel. 2268.

AUSTIN A40 cars wanted.—Motourists (London), Ltd., are immediate cash buyers of A40s and 10hp saloons.—Great North Rd., E. Finchley Station, N.2. Tudor 2301-2. [0704

AUSTIN TWELVE

ROUNDABOUT offer:—

1947 Austin 12hp saloon, colour black, in first-class condition throughout; £765.

ROUNDABOUT GARAGE, Western Ave., Greenford, Middx. Waxlow 1071-5. [1970

1947 Austin 12 saloon; £750.—Roys Autos, Ltd., Euston 2700. [9759

1937 Austin 12hp saloon de luxe, mechanically sound and bodywork good; £285.

WALTON-ON-THAMES MOTOR Co., Ltd. Walton 200. [1699

1939 Austin 12 Gordon 4-door convertible saloon, really nice condition, £425; also 1936 12/6, above average condition, £225.—A.Z. Motors, Palmerston Rd., N.W.6. Mai. 4723/33. [5762

1946 Austin 12 saloon, heater, new battery, black, exceptional condition, taxed; £695.—Lawson Pigott Motors, Ltd., 320-2, King St., Hammersmith, W.6. Tel. Riverside 4111 and 4061 [1518

TANKARD & SMITH, Ltd., offer 1939 Austin 12 saloon de luxe, finished in blue with blue leather upholstery; £385, 3 months written guarantee.—97, Peckham Rd., S.E.15 Tel. Rodney 2051 [1325

1947 Austin 12 black saloon, brown leather, unmarked, outside, very clean inside, 34,000 miles, engine recently rebored and perfect, roomy (16 body) and 28 mpg, perfect tyres; £750.—Tel. Pinner 8804 [9898

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

AUSTIN TWELVE

1946 (Dec.) Austin 12 saloon, in perfect condition; £750.—John Gray, 20, Hermitage Lane, N.W.2. Speedwell 1242. [9740

Austin Twelve Cars Wanted

C M THE CAR MART, Ltd., London distributors, wish to purchase Austin 12 cars.—297, Euston Rd., N.W.1. Euston 1212. [0954

CASH buyers of low-mileage Austin 12s; distance no object.—Hattons, Lord St., Southport. Tel. 2268.

ROWLAND SMITH'S the Austin 12 buyers.—Hampstead High St. (Hampstead Tube). Hampstead 6041. [0921

1937 -8-9 Austin 12 saloons and limousines wanted. —Motoristes (London), Ltd., East Finchley Station, N.2. Tudor 2304-8. [0094

AUSTIN SIXTEEN

WANSTEAD MOTORS, Ltd., offer:—

1948 Austin 16, green, all leather, excellent condition, one owner, £895.

WANSTEAD MOTORS, Ltd., Cambridge Park, E.11. Wanstead 1000. [4177

D. J. SHEPERD & Co. (ENFIELD), Ltd., offer:—

1948 Austin 16, colour grey, brown leather interior, excellent condition throughout; £1,000.—D. J. Shepherd & Co. (Enfield), Ltd., 456, Hertford Rd., Enfield. Howard 1631. [8008

1947 Austin 16, colour black, brown leather, fitted radio and heater; £750.

PARSONS & PARSONS (GARAGES), Ltd., Potter St., Harlow. Potter Street 121. [1927

1950 Austin 16 hire car, low mileage, complete with radio; £995.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gla. 2254. [1041

1948 Austin 16, radio, heater; £895.—Barnes, 315, Finchley Rd., N.W.3. Hampstead 2221. Mai. 1627. [9964

1948 Austin 16 saloon, radio, heater, 15,000 miles, as new; £975.—Hendon Central Garage, Hendon 1423. [1992

1949 Austin 16 5-seater de luxe saloon, black with brown hide, fitted heater, very fine condition, one owner; £950.

ROBINS, 8-98, Upper Richmond Rd., East Putney, S.W.15. Tel. 4581. [9007

1946 Austin 16 saloon, H.M.V. radio, heater, exceptionally good car; £695.—John Gray, 20, Hermitage Lane, N.W.2. Speedwell 1242. [9742

1948 Austin 16, 23,000, one owner, genuine bargain; £875.—Blue Star Garages, Ltd., 364, Kensington High St., W.14. Tel. Western 9851. [2122

1947 (Aug.) 16hp Austin saloon, finished in black with brown leather upholstery, 23,000 miles, in really beautiful condition throughout; £955.

BREW BROTHERS, Ltd., 133, Old Brompton Rd., S.W.7. Ken. 2468. [1776

16hp Austin 1948, immaculate condition, £10 tax.—Lawton-Goodman, Ltd., part exchange specialists, 131, Cricklewood Broadway, N.W.2. Gladstone 2226. [2157

1946 Austin 16 saloon de luxe, black, blue upholstery, heater, Noteg, good tyres; £795.—Highgate Motor Co., Ltd., Richmond, Surrey. Tel. 4014. [2015

£185.—1935 Austin 16 de luxe saloon, black, exceptionally clean throughout, unrepeatable offer.—Brar Motors, 180-184, West End Lane, N.W.6. Hampstead 5420. [2178

A. PCHE SIMONS & Co., Ltd.—1946 Austin 16 saloon, colour black, brown leather upholstery, in excellent mechanical condition throughout; £675.—94, Gt. Portland St., W.1. Lan. 1543. [1501

1946 (Oct.) Austin 16 saloon, sun roof, black, brown leather, a spotless car in first-class order, reconditioned engine fitted 10,000 miles ago, brakes relined, rear axle overhauled, Ace wheel discs; £795.

VICTORY GARAGE, Ltd., Primrose Gdns., London, N.W.3. Tel. Primrose 2242. [1151

850cc.—Austin 16, 1949, de luxe 4-door saloon, sliding head, brown leather and cloth upholstery, excellent condition, terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [1554

HIRE car (1950) partition, widest forward occasionals, 4-door, leather, 26,000, reasonable cost.

ALPE & SAUNDERS LTD., Providence Court, North Audley Street, Mayfair-2941. [1424

Austin Sixteen Cars Wanted

T H E CAR MART, Ltd.

AUSTIN cars

REQUIRED immediately.

MAKE your enquiries to

AUSTIN House, 297, Euston

ROAD, London, N.W.1.

TELEPHONE: Euston 1212.

[0955

CASH buyers of low-mileage Austin 16s; distance no object.—Hattons, Lord St., Southport. Tel. 2268.

WANTED, Austin 16s, 1948 and 1949 saloons.—Motoristes, East Finchley Station. Tudor 2304. [0703

Austin Sixteen Cars Wanted

ROWLAND SMITH'S, the Austin 16 buyers.—Hampstead High St. (Hampstead Tube). Hampstead 6041. [0952

AUSTIN A70 & A90

CAR MART, Ltd.

LONDON Distributors.

1950 Austin A70 saloon, heater, 11,000 miles; £1,265.—Car Mart, Ltd., Austin House, 297, Euston Rd., N.W.1. Euston 1212. [1527

TOM GARNER, Ltd., offer:

1950 Austin A70 Hampshire saloon, fawn with brown leather upholstery, fitted radio, heater and sun roof, 5,000 miles only.

TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-6. [1933

H. A. SAUNDERS, Ltd., Radlett, Herts.

1949 Austin A70, mileage 12,000; £1,175.—Tel. Radlett 6167 and 5849. [2522

1950 Austin A90 hard top sports saloon, finished in grey, 7,000 miles; £1,495.

ERIC HAYES, Ltd., 13, Bishops Bridge Rd., Paddington, W.2. Paddington 0289. [7857

1950 Austin A70 saloon, black, brown leather, heater; £1,275, terms, exchanges.

GEORGE NEWMAN & Co., 368, Euston Rd., N.W.1. Euston 4466. [1858

1950 (Nov.) Austin A70, 5,000 miles.—Ernest Sutton, Tel. Rogate 4 (trade only). [2116

1950 Austin A70 saloon, 9,000 miles; £1,250.—C. A. Peto, Ltd., 42, North Audley St., W.1. Mayfair 5051. [1629

AUSTIN A70, 1950 (November), grey, 6,000 miles, radio, heater; offers round £1,200.—Maidstone 6450 (day), 4702 (evenings). [1474

CASS'S MOTOR MART.—1950 Austin A70 saloon, black, carefully used; £1,190; written guarantee.—5, Warren St., W.1. Euston 4110. [9682

1950 Austin A70 saloon, out of covenant Sept. 1st, low mileage, as new; £1,250.—Wembley Court Motors, High Rd., Wembley. Arnold 5221-2. [9625

1950 model Austin A90, power operated coupe, left-hand drive, 12,000 miles; £1,025.—Park Garage (Molesey), Ltd., Hampton Court Way, Molesey. Tel. 4871. [9951

ROSE & YOUNG, Ltd., offer 1950 Austin A90 Atlantic coupe, power-operated hood and radio, low mileage, pale blue; £1,095.—65-69, Sternhold Ave., Streatham Hill, S.W.2. (1 minute Streatham Hill Station.) Tulse Hill 6464. [1723

£1215.—Beautiful and immaculate Austin A90 Atlantic drop head foursome coupe, 1950 model, electrically operated windows and hood, radio, heater, auxiliary seat covers, reversing light, appearance literally unblemished in every respect and completely in keeping with the very small amount of mileage, original tyres in excellent condition, spare not yet used, tools not even unwrapped, colour black, fawn interior; call, write or 'phone.—Camden Motors, Ltd., Lake St., Leighton Buzzard Beds. Tel. 2041 (5 lines). [1618

Austin A70 and A90 Cars Wanted

AS new, post-war Austin A70 required.—23, Broadwalk Court, W.8. Tulse Hill 1288 (day). [0891

ALMOST new Austin A70 required; cash payment.—A. Morley, 54, Streatham Hill, S.W.2. Tulse Hill 4486. [0841

AUSTIN EIGHTEEN

1938 18hp Austin 7-seater limousine, 36,000 miles only, immaculate.—R. C. Mortlake, 253, Kensal Rd., London, W.10. Ladbroke 3155; after 6.30 Arnold 4609. [8050

CAMDEN MOTORS.—Austin 18 limousines, full 7-seater models, priced from £295. See short selection from our stock of 20 models on full-page advertisement in this issue.

CAMDEN MOTORS, Ltd., Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines). [2207

A & S offer selection of 1937-38/1939 seven seater Saloons, also partitioned Limousines, leather, black, guaranteed. Seen:—

ALPE & SAUNDERS (100-Limousines) Providence Court, North Audley Street, Mayfair-2941. [1425

Austin Eighteen Cars Wanted

C M THE CAR MART, Ltd., London distributors, wish to purchase Austin 18 cars.—297, Euston Rd., N.W.1. Euston 1212. [0956

ROWLAND SMITH'S, the Austin 18 buyers.—Hampstead High St. (Hampstead Tube). Hampstead 6041. [0924

AUSTIN TWENTY

TOM GARNER, Ltd., offer:

1937 series Austin 20 enclosed drive 7-passenger Mayfair landaulette, blue with blue leather, one previous private owner, 25,000 miles only.

TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-6. [1952

Austin Twenty Cars Wanted

ROWLAND SMITH'S, the Austin 20 buyers.—Hampstead High St. (Hampstead Tube). Hampstead 6041. [0923

AUSTIN TWENTY-EIGHT

A & S Limousine 1939 Ranelagh, partition, leather throughout, engine overhauled, exceptional throughout. Seen:—

ALPE & SAUNDERS (100-Limousines) Providence Court, North Audley Street, Mayfair-2941. [1426

AUSTIN A125 & A135

CAR MART, Ltd.

LONDON Distributors.

1950 Austin A135 Princess saloon, 5,000 miles; £2,495.—Car Mart, Ltd., Austin House, 297, Euston Rd., N.W.1. Euston 1212. [1528

1949 Austin Sheerline saloon, silver grey, radio, heater, nominal mileage, one owner.

RIPCO, Ltd., 16, Albemarle St., Mayfair, W.1. Regent 2952 3/4. [1353

AUSTIN A125 & A135

ANTHONY CROOK offers 1950 Sheerline, 12,000 miles, one owner, immaculate; £1,775.—Anthony Crook Motors, Caterham Hill, Surrey. Tel. 2232-3. [1313

1950 Austin Sheerline, black, 14,000 miles; £1,600. —Clayton's Cars (London), Ltd., 357, Euston Rd., London, N.W.1. Tel. Euston 5228 (5 lines). [1449

1949 Austin Sheerline, black, 11,000 miles; £1,400. —Clayton's Cars (London), Ltd., 357, Euston Rd., London, N.W.1. Tel. Euston 5228 (5 lines). [1450

1950 (May) Austin Sheerline, 21,000 miles, black with bench type seat.—L. F. Dove, Ltd., 111-115, Addiscombe Rd., Croydon. Addiscombe 3066. [6425

AUSTIN Sheerline saloon, 1950, small mileage, very good condition throughout, bargain; £1,650.—Ashmore's, Ltd., Roebuck Lane, West Bromwich. Tel. 0766. [1930

1950 Austin Princess saloon, black, 6,000 miles genuine, as new; £2,150.—Silverthorne Motors, Ltd., 1,013, Finchley Rd., N.W.11. Meadway 2288. [3149

Austin A125 and A135 Cars Wanted

C M THE CAR MART, Ltd., London distributors, wish to purchase Austin Sheerline and Princess cars.—297, Euston Rd., N.W.1. Euston 1212. [0552

AUSTIN MISCELLANEOUS

GORDON CARS (LONDON), Ltd.—1950 Austin A40 saloon, £1,045.

GORDON CARS (LONDON), Ltd.—1949 Austin A40 saloon; £895.

GORDON CARS (LONDON), Ltd.—1949 Austin A40 Countryman; £845.

GORDON CARS (LONDON), Ltd.—1950 Austin A70 saloon; 3 from £1,325.

GORDON CARS (LONDON), Ltd.—1950 Sheerline saloon; 3 from £1,795.

GORDON CARS (LONDON), Ltd.—1949 Austin Sheerline saloon; £1,595.

GORDON House, 375, Euston Rd., London, N.W.1. Euston 6611. [1569

AUSTIN taxicab; £79.—Chain Garages, Ltd., Hanger Lane, Western Ave., Ealing, W.5. Per. 4404-5. [1422

1951 series (Nov., 1950) Austin A40 saloon, fitted sun roof, radio, heater, loose covers, etc., mileage 10,000; £1,095.

1949 Austin A40 saloon, choice of two; £945.

1939 Austin 10 saloon, well kept car; £425.

MAYFAIR CARRIAGE Co., Ltd., The Hyde, Edgware Rd., N.W.9. Col. 8082. [1948

FERRARIS OF CRICKLEWOOD, Ltd., invite you to call and inspect the new Austin Sheerline limousine, the new Austin A40 sports tourer, and a range of selected used Austin cars both pre-war and post-war.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gla. 2254. [1037

TANKARD & SMITH, Ltd., offer the choice of many Austin 8s, 10s, 12s and higher horse-power limousines from their vast stock of over 200 used cars, all subject to three months' written guarantee.—198, King's Rd., S.W.3. Tel. Flax. 4801-5. [0574

Austin Miscellaneous Cars Wanted

R ROWLAND SMITH'S, the Austin buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0926

AUSTINS wanted.—Smiths, 86, Chalk Farm Rd., N.W.1. Gul. 2767. [0852

MARSTON MOTOR Co. for your Austin.—Tel. Sta. 6000. Seven Sisters Rd., Tottenham, N.15.

ALL models Austin urgently required.—Corbitt & Taylor, 22, Conduit Mews, W.2. Amb. 6049 [9839

CASH immediately for good Austin.—H. F. Edwards, 154, Gt. Titchfield St., W.1. Langham 0012. [1834

RAWLINGS BROS., Ltd., 87a, Cromwell Rd., S.W.7. Frobisher 8161, are buyers all types post-war Austins. [0416

JACK OLDING, Ltd., 8-10, North Audley St., W.1. Austin retailers, require cars in first-class condition. Mayfair 5242. [0612

WEYBRIDGE AUTOMOBILES, Ltd., the Austin distributors, urgently require late type Austins.—Tel. Weybridge 235. [0541

C. A. PETO, Ltd., 42, North Audley St., W.1, urgently require post-war small mileage Austin cars in first-class condition.—May 5051 [9026

Austin Spares and Service

NORMAND, Ltd.,

THE best service only, highly skilled mechanics with efficient supervision.

NORMAND, Ltd., 405-9, King St., W.6. Riv. 3665. [0225

C. G. NORMAN & Co.,

AUTHORIZED Austin retailers and buyers of low-mileage Austin cars of any horse-power, service, spare parts and replacement units.—50, Vauxhall Bridge Rd., S.W.1. Victoria 2211. [0271

THE CAR MART, Ltd.,

LONDON distributors, spare parts for all models cars and trucks.

THE CAR MART, Ltd., Welsh Harp, Edgware Rd., N.W.9 (Hendon 6500); and at 16, Uxbridge Rd., Ealing, W.5 (Ealing 6717). [0160

IF it's Austin spares try Sands, the Austin People.—Burnham, Bucks 84. [0505

FRICKERS OF HOLLAND PARK (next door to underground) for Austin Service. Tel. Park 5077. [1504

AUSTIN 7 spares, any year, any part, largest stockists in U.K.; exchange units.—Try Northwood's first, 45-47, Newington Causeway, S.E.1. Hop. 2852, 2820.

WEST London.—Rogers Garage, repairs and service, stockists. New address: Wellesley Ave., Paddenswick Rd., W.6. Riverside 2644-5. Old and new friends welcome. [8613

AUSTIN spares and vehicle parts, new and replacement units from the largest stock in South London, free delivery in many areas.—Wimbledon Motor Works, Ltd., 29, High St., S.W.19. Wim. 0123. [0414

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

Austin Spares and Service

RECONDITIONED 7, 10, 12, exchange gear boxes and repairs to all types; trade discount.—Tarrant & Frazer, 10, Winchester Mews, N.W.3. Pri. 6159. [0196

BROCKHURST GARAGE.—Harrow agents for Austin; sales, service, spares, reconditioned units.—Uxbridge Rd., Harrow Weald, Middlesex. Tel. Grimsdyke 561. [0203

PRYNN & STEVENS, Ltd., the South London Austin depot, full range of parts and units in stock; exchange engines, gear boxes, pumps, clutches, carburettors, brake shoes and electrical units from stock, repairs and service to Austin exclusively.—57, Acre Lane, S.W.2. Brixton 1155. [0184

BENTLEY (3½- & 4¼-litre)

C
M
CAR MART, Ltd.

1950 Bentley Mark VI standard steel saloon, 15,000 miles; £5,650.—Car Mart, Ltd., Gloucester House, 150, Park Lane, W.1 (corner of Piccadilly). Grosvenor 3434. [1545

H
HOFFMANNS GARAGE, Ltd.,
HUDDERSFIELD Rd.,
HALIFAX.
GREAT Britain's leading specialists in Rolls-Royce and Bentley cars.
PROUD members of the Swain Group.
A NATIONAL Motoring Organisation.

1949 Bentley Mark VI 4¼-litre standard sports saloon, grey with dark grey leather.—Ref. H.7878.

1947 Bentley Mark VI 4¼-litre drop head coupe by H. J. Mulliner; blue with blue tapestry.—Ref. H.7325.

1938 Bentley 4¼-litre 2-door sports saloon by James Young; black with maroon hide.—Ref. H.7860.

ALL cars carry our unique six months' guarantee unless otherwise stated at time of purchase; please write or 'phone for details to:—
HOFFMANNS GARAGE, Ltd.,
HUDDERSFIELD Rd.,
HALIFAX, Yorkshire.
TEL. Halifax 5944. [1964

FOX.
OFFICIALLY appointed Rolls-Royce and Bentley retailers, special retailers of H. J. Mulliner coachwork, have a large selection of Rolls-Royce and Bentley cars, including the undermentioned:—

1948 standard steel saloon on Bentley Mark VI chassis, grey and black with maroon leather upholstery, exceptional condition; £4,450.

H. A. FOX & Co., Ltd., 3-5, Burlington Gardens, Old Bond St., London, W.1. Regent 7687.
FOX. [1888

RIPPON.
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RIPPON BROS., Ltd.,
NORTHERN Bentley Specialists.

1950 Mark VI standard steel saloon, tudor grey with maroon leather.
1949 Mark VI standard steel saloon, black with grey leather.
1949 Mark VI standard steel saloon, tudor grey with grey leather.
1948 (Sept.) Mark VI standard steel saloon, black with brown leather upholstery, wheel spats and chromium waistband.
1947 (Nov.) Mark VI standard steel saloon, black with blue leather.

FOR further particulars, please contact the largest Bentley distributors.
RIPPON BROS., Ltd., Huddersfield 6840 (5 lines). Also at Bradford, Leeds and Sheffield. [0906

BROOKLANDS.
1949 Bentley Mark VI Park Ward drop head coupe grey electrically operated hood.
BUY or sell your car at
103. New Bond St. London, W.1 Mayfair 8351-6 [4550

ROY GALWAY, Ltd.
1949 (November) Mark VI Bentley standard steel saloon, 17,000 miles only, one owner, faultless condition.
ROY GALWAY, Ltd., 21, Farm St., Berkeley Sq., London, W.1. Tel. Grosvenor 4747 (4 lines). [9249

R. F. FUGGLE, Ltd.
1950 mark VI Bentley standard steel saloon, one owner, genuine mileage 2,600; £6 250.
R. F. FUGGLE, Ltd., Bushey Heath, Herts. Tel. 1685. [7960

FRANK DALE offers:—
1935 Bentley E.J. Series 4-door saloon by Thrupp & Maberly, exceptional condition, Bentley maintained.—66, Princes Gate Mews, Exhibition Rd., S.W.7. Ken. 6860. [5341

R. C. MORTLAKE offers:—
1936 4¼ Bentley Park Ward 4-door sports saloon engine overhauled, coachwork recellulosed altogether immaculate; £1,550.—R. C. Mortlake, 258, Kensal Rd., London, W.10. Ladbroke 3155; after 6.30 Arnold 4605. [5751

CYRIL SHEPPARD offers:—
1935 Bentley 3½-litre 4-door sports saloon by Freestone and Webb, swept tail with boot, dual grey with leather, very pretty car, excellent chassis, chauffeur maintained one owner £1,275.—102, Kings Rd., Reading 2712. [9024

BENTLEY (3½- & 4¼-litre)

J
B
JACK BARCLAY, Ltd.,
LARGEST official retailers of Bentley and Rolls-Royce, stock list of used models on request to
12-13, St. George St., Hanover Sq., London, W.1, Tel. Mayfair 7444.
JACK BARCLAY, Ltd. [0067

TOM GARNER, Ltd., offer
1949 Bentley 4¼-litre Mark VI standard steel saloon, black with beige leather, 5,000 miles only.
1950 Bentley 4¼-litre Mark VI semi-razor edge sports saloon by H. J. Mulliner, silver and blue with blue leather, 8,000 miles.
TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-6. [1936

JACK OLDING OF MAYFAIR.
OFFICIAL Rolls-Royce and Bentley retailers.
OFFER.—
1950 Bentley Mk. VI standard saloon with div., black with beige lthr.; £5,950.
1950 Bentley Mk. VI standard saloon, midnight blue with blue lthr.; £5,950.
1948 Bentley Mk. VI standard saloon, metallic grey with grey lthr.; £4,350.
1947 Bentley Mk. VI special 2-door saloon by H. J. Mulliner, grey with brown lthr.; £4,250.
1934 3½-litre Bentley 2-str. sports, black beige lthr.; £1,150.
DELIVERY of new and used cars quoted on application
AUDLEY House,
NORTH Audley St., W.1.
MAYFAIR 5242. [1506

HAROLD RADFORD & Co., Ltd.,
INVITE you to call and inspect their unique selection of Bentley cars.
1949 (Jan.) Bentley Mark VI chassis fitted with special coachbuilt Countryman saloon body by Harold Radford (Coachbuilders), Ltd., colour grey with natural grain wood and grey leather upholstery; fitted with radio, heater, de-mister, loose covers and many other extras; just passed by Bentleys and fitted with new tyres; in excellent condition throughout; speedometer reading: 42,094 miles.
3½-litre Bentley with Vanden Plas all-weather touring body with winding windows, colour cream with blue leather upholstery, engine just completely reconditioned by manufacturers; in exceptional condition.
HAROLD RADFORD & Co., Ltd., Melton Court, South Kensington, S.W.7. Tel. Kensington 6642 (5 lines). [1500

CONNAUGHT ENGINEERING offers:—
1937 4¼-litre 4-door sports saloon, body by Mulliner, resprayed; £1,475.
1936 3½-litre Park Ward sports saloon with swept tail, £400 overhaul, immaculate condition; £1,475.
1935 3½-litre Standard Park Ward saloon, extensive overhaul, immaculate condition; £1,375.
PORTSMOUTH Rd., Send, Surrey. Ripley 3178. [1821

GUY SALMON AUTOMOBILES Ltd., offer:—
1936 Bentley 4½-litre 4-door sports saloon by Thrupp & Maberly, completely rebuilt throughout and as new; £2,150.
1950 (November) Bentley Mark VI standard saloon, under 5,000 miles, quite as new; £5,850.—Portsmouth Rd., Thames Ditton Emberbrook 5551-2-3. [9667

MASCOT MOTORS, Ltd., offer the following:—
1939 4¼-litre overdrive Young sports saloon.
1935 3½-litre Rippon sports saloon.
1934 3½-litre T. & M. sports saloon.
MASCOT MOTORS, Ltd., 237, Kensal Rd., Ladbroke Grove, W.10. Ladbroke 1231-2. [6862

LARGE stock of 3½-4½ Bentley cars for disposal.
H. R. OWEN, Ltd., 17, Berkeley St., W.1. Mayfair 9060 (10 lines). [0096

COOMBS & SONS (GUILDFORD), Ltd., offer:—
1938 Bentley 4¼ Park Ward saloon, discs, radio, etc., resprayed; £2,450.
COOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford. Guildford 62907-8-9. [1982

ACLAND & TABOR, Ltd., Welwyn 481, offer, with three months' guarantee:—
1937 Bentley 4¼-litre 4-door saloon by Park Ward, black, red leather, exceptional order; £1,850.
1936 Bentley 4¼-litre 4-door 4-light saloon by Vanden Plas, grey and black, grey leather, excellent condition; £1,650. [1947

CHARLES FOLLETT, Ltd., accredited Rolls-Royce and Bentley retailers and repairers, offer:—
1948 Bentley Mark VI standard steel saloon, maroon one owner, 22,000 miles, perfect throughout.
1936 (Nov.) Bentley 4¼-litre all-steel saloon by Park Ward, black, brown hide, 82,000 miles, in really magnificent condition, very good history; £1,850.
18, Berkeley St., W.1. May. 6266.
SERVICE Works and Stores, Barnsdale Yard, off Elgin Ave., W.9. Cunningham 5936-8. [1744

1949 Bentley Mark VI steel saloon, black with brown upholstery, radio and heater, total mileage 15,000, immaculate condition; £4,250.
W. P. MAIDENS, Sleaford, Lincs. Tel. 135. [1159

BENTLEY (3½ & 4¼-litre)

PADDON BROS., Ltd.—Always have a good selection of Bentley and Rolls-Royce cars.—60, Cheval Place, S.W.7. Ken. 9477. [5830

SWANMORE GARAGE, Rolls and Bentley specialists, 1176-1180, Christchurch Rd., Boscombe. Tel. Southbourne 1022.
1948 Bentley Mark VI S.S. saloon, grey.
1938 Bentley 4¼ L.E. Park Ward saloon, works reconditioned engine.
1937 Bentley 4¼ Gurney Nutting streamlined 4-door saloon, silver.
1935 Bentley 3½ Barker 2-seater drop head coupe; exchanges, terms. [2057

BENTLEY 3½-litre sports saloon, proof mileage 40,000 only, 1934 model, beautiful condition, cream, black wings; £1,350.—Weybridge 785. [1809

1950 Bentley Mark VI, standard steel body, black, 600 miles.—W. Dare, 82, Queens Court, Bayswater, W.2. Gerrard 5072, Bayswater 5085. [6438

1934 Park Ward saloon in very good condition throughout, grey, red leather; £1,225.—Brocklebank, 9, Weymouth St., W.1. Lan. 3126. [2198

1947 Mark VI Bentley, 55,000 miles colour grey; £3,250.—Clayton's Cars (London), Ltd., 337, Euston Rd., London, N.W.1. Tel. Euston 5228 (5 lines). [2080

1947 (Nov.) Bentley Mark VI saloon, black, brown hide, radio, mileage 50,000, faultless; £3,850 or near offer.—Bruce France, 8a, Cromwell Mews, South Kensington. Fla. 0515. [1826

1948 (July) Bentley Mark VI standard saloon, black, fitted heater, radio and loose covers, mileage 33,000, new tyres and in excellent condition, offered at the very attractive price of £3,950.
KENNINGS Ltd., Derby Turn, Burton-on-Trent 2951, for used quality cars. [1213

CLARKE'S OF PIRBRIGHT, Surrey, automobile engineers, officially appointed retailers and repairers, offer a twenty-four hour service to owners; used cars available for inspection. Tel. Brookwood 2201-2. [0565

3½-litre Bentley, first registered October, 1934, fitted with sports saloon body by Arthur Mulliner; this car was supplied new by us and has had one owner only since new; it has been chauffeur kept and maintained regardless of cost; full history available.
ARTHUR MULLINER, Ltd., Bridge St., Northampton. Tel. 907. [1938

1950 (May) Bentley Mark VI dual grey saloon, one owner, 16,000 miles, perfect specimen, £5,250; another finished black, brown leather, 18,000 miles, one owner, Sept., 1950, £5,250.—Bell's Service Garages, 144, London Rd., Kingston-on-Thames. Kingston 1185. [2087

1937 July, 4¼-litre, KT Series drophead foursome coupe, black, many extras, delightful condition.
1939 April 4¼-litre overdrive, MR Series, Park Ward sun Saloon, black, excellent history, carefully maintained.
ALPE & SAUNDERS, Ltd., Providence Court, North Audley St., Mayfair-2941. [1435

BENTLEY (other than 3½ & 4¼-litre)

PERFORMANCE CARS.—Good selection always available, written guarantee.—See under "Sports Cars." [7661

Bentley Cars Wanted

S
G
OUR demand is urgent.
OWNERS who have Bentley cars for disposal are invited to communicate with the Swain Group of Companies. London offices: H. R. Owen, Ltd., 17, Berkeley St., W.1. Tel. Mayfair 9060. Head office: Hoffmann's Garage, Ltd., Huddersfield Rd., Halifax, Yorks. Tel. Halifax 5944. [0515

C
M
THE CAR MART Ltd., wish to purchase Bentley cars.—320, Euston Rd., N.W.1. Euston 1212. [0988

A
BENTLEY
CAR specialist for over 20 years wishes to purchase pre- or post-war Bentley in good condition; urgently wanted, 1946-7-8 Mark VI standard saloons.
R. S. MEAD (SALES), Ltd., 42, Queen St., Maidenhead. Tel. 3431-2. [5881

BENTLEY or Rolls-Royce owners with cars for disposal are invited to get in touch with
JACK BARCLAY, Ltd.,
OFFICIAL retailers of Rolls-Royce and Bentley.
12-13, St. George Street, Hanover Square, W.1. Tel. May 7444. [0066

ROWLAND SMITH'S, the Bentley buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.

BENTLEYS wanted.—Swanmore Garage, 1176, Christchurch Rd., Boscombe. Tel. Southbourne 1022. [2063

WEYBRIDGE AUTOMOBILES, Ltd., officially appointed special retailers, urgently require late type Bentleys. [0540

HATTON MOTORS, Ltd., Birmingham, will buy or part exchange your 3½- or 4¼-litre Bentley.—71, Broad St. Midland 2437. [0357

WE are open to purchase any type pre-war Bentley cars complete or otherwise.—Compton, 68 Westow St., Crystal Palace, S.E.19. Liv. 3363. [0042

RIPPON BROS., Ltd., the Northern Bentley specialists, special retailers and repairers, wish to buy small mileage Mark VI Bentleys.—Huddersfield 6840 (5 lines). [0907

ARTHUR MULLINER, Ltd., Coachbuilders, Bridge St., Northampton, wish to purchase a number of good Bentley cars. Please send particulars. Tel. Northampton 907. [0611

JACK OLDING, Ltd., 8-10, North Audley St., W.1, official Bentley and Rolls-Royce retailers, are interested in the purchase of Bentley cars in first-class condition. Mayfair 5242. [0613

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Bentley Cars Wanted

CHARLES FOLLETT, Ltd.—Officially appointed retailers and repairers, buy good late cars.—18, Berkeley St., W.1. May. 6266. Service works and stores, Barnsdale Yard, off Elgin Ave., W.9. Tel. Cunningham 5936-7-8. [0592

Bentley Spares and Service

JACK BARCLAY, Ltd.

LARGEST official retailers and repairers of Bentley cars, servicing or complete overhauls, mechanical or coachwork; large stocks of spares for all types.

WORKS—Lombard Rd., Morden Rd., Merton, S.W.19. Liberty 7222 (8 lines). [0624

CHARLES FOLLETT, Ltd., officially appointed retailers and repairers.

SHOWROOMS: 18, Berkeley St., W.1. May. 6266.

SPARE parts.

SERVICE: Barnsdale Yard, off Elgin Ave., W.9. Tel. Cunningham 5936-7-8. [0593

MERCHISTON MOTORS, specialists for Bentley and Rolls-Royce.—Works Director, Wilkie Wilkinson, 12-13, Merchiston Mews, Edinburgh, 11. Tel. Jubilee 2785. [3941

CENTRAL GARAGE, Croydon, specialists of all Bentley and Rolls-Royce models; servicing, complete overhauls, mechanical or coachwork.—Central Garage. Tel. Cro. 7464. [6353

H. A. FOX & Co., Ltd., officially appointed retailers and repairers, 3-5, Burlington Gardens, London, W.1. Tel. Regent 7687. Service works: 212, New Kings Rd., Fulham, London, S.W.6. Tel. Renown 3866. [0447

B.M.W.

CHIPSTEAD MOTORS, Ltd.—See our advert. under "Sports Cars." [3230

B.M.W. type 321 full 4-seater cabriolet, dark blue, red leather, unusually well equipped, including H.M.V. radio, engine heater, trickle charger, etc., one owner since 1936, overhauled by A.F.N., Ltd., at cost of £340 Nov., 1948, under 10,000 miles since, condition quite unique in every detail; £675; exchanges, deferred terms.—John S. Truscott Ltd., 173, Westbourne Grove, W.11. Bay. 4274. [1475

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CENTRAL GARAGE, Croydon, offer; spares and service for Bond Minicar.—Central Garage, Croydon 7464. [6629

RAYMOND WAY for Bond Minicar repairs, spares and service under Bond-trained service manager, no job too big or too small; free advice on all Bond models; latest modifications can be fitted to older models if required.

RAYMOND WAY, of Kilburn. [0827

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BROOKLANDS.

1950 Bristol 402 coupe, maroon, serviced by makers.

BUY or sell your car at

103 New Bond St., London, W.1. Mayfair 8351-6. [4551

FRAZER NASH cars offer:—

1950 (May) Bristol 401 chassis with genuine Farina 2-4-seater convertible cabriolet bodywork, total mileage 16,000, colour off-white, red leather, an immaculate and carefully maintained car.

SUPERLEGGERA/401 chassis type, gen. special sports saloon bodywork by Touring of Milan; Solex carburettors, Newton shock absorbers, close ratio gear box—to be recellulosed colour to choice.

1949 type 400 saloon, low mileage car, colour grey.

1948 type 400 saloon, fitted Newton shock absorbers, close ratio gear box, Solex carburettors, P770 headlamps, etc., colour blue; also two other type 400 saloons, colour black.

A.F.N., Ltd., Falcon Works, London Rd., Isleworth, Middx. (Hounslow 0011.) [6987

KEVILL DAVIES & MARCH, Ltd.

1950 Bristol 401, grey, fitted with radio and heater, in 100% condition throughout.

41—42, Hay's Mews, Berkeley Sq., W.1. Gro. 2563. [4987

KEVILL, DAVIES & MARCH, Ltd.

OFFICIAL Bristol retailers.

41—42, Hay's Mews, Berkeley Sq., W.1. Gros. 2563. [0296

H. M. BENTLEY & PARTNERS, Ltd.

1949 (May) Bristol Type 400, large boot, latest close-ratio gearbox, 3-carburettor touring engine, Bristol maintained, 25,000 miles only; £1,975.

9, Albemarle St., London, W.1. Tel. Grosvenor 5551. [9718

BRISTOL 402 drop head coupe, at a reasonable figure, enquire:—

R. C. WIMBUSH, Ltd., 312, Earls Court Rd., S.W.5. Fremantle 8401. [6722

BRISTOL 1950 401, blue, heater and radio, specimen car, one owner; £2,750.

BRISTOL 1950 model 401 with Pinin-Farina cabriolet body, heater and radio, choice of 2, £2,750.

JOHN ALCOCK, Walley St., Biddulph, Stoke-on-Trent. [2026

1950 Bristol Type 401 saloon, 12,000 miles, black, fawn leather upholstery, radio and heater, one owner; £3,250.

RIPCO, Ltd., 16, Albemarle St., Mayfair, W.1. Regent 2952-3-4. [1973

1950 (late) Bristol 401 saloon, 7,500 miles genuine, just brought up to 1952 specifications at works, air conditioning, magnificent radio with three speakers, grey, pigskin upholstery, new condition throughout; £3,650.—Potter & Richards, Kensington 6955, or write Richards, 62, Princes Gate Mews, S.W.7. [2077

ANTHONY CROOK offers choice of several Bristol 401 cars in perfect condition, including 1951 model, covenant free; also 1949 type 400; all cars offered by us have been checked in our specially equipped works; the advantage of dealing with a leading distributor will be obvious.—Anthony Crook Motors, Bristol Distributors, Caterham Hill, Surrey. Tel. 2232-3. [1312

BRISTOL

UNIVERSITY MOTORS, Ltd., sole distributors London, Home and Eastern Counties, Stratton House, 80 Piccadilly, W.1. Grosvenor 4141. [0618

1950 (December) Bristol 401, polychromatic grey/beige interior, loose covers since new, 6,000 miles, radio and heater, superb condition throughout; £3,750.

MORGAN, Moorings, West End, Woking. Tel. Chobham 46 (after 7 p.m.) [9959

Bristol Cars Wanted

BARTLETT, the Bristol buyers.—27A, Pembridge Villas, W.11. Bayswater 0523. [1240

PRIVATE buyer wishes purchase one owner 400/85 Bristol, colour black, guaranteed mileage under 10,000.—Full details to Box 5953. [1919

ANTHONY CROOK purchases used Bristols on sight for cash.—Anthony Crook, leading Bristol distributors.—Caterham Hill, Surrey. Tel. 2232/3. [3049

B.S.A.

B.S.A. sports 2-seater, red, 1939, in 1946 condition; £300.—John Alcock, Walley St., Biddulph, Stoke-on-Trent. [2027

£235.—B.S.A. 10 tourer, 1937, attractively finished in red, mechanically perfect, bargain.—M.B. Motors, 336, New Cross Rd., London, S.E.14. Tideway 3779. [8439

365 gns.—B.S.A. Scout, 1939 model, series 6, 10hp sports saloon, black, sliding head, red leather, good tyres, excellent condition; terms, exchanges.—Rowland Smith, below.

345 gns.—B.S.A. Scout, 1939, series 6, 10hp sports 2-seater, red, silver wheels, red leather, good tyres, excellent condition, taxed; terms, exchanges.—Rowland Smith, below.

245 gns.—B.S.A. Scout (August, 1938) 10hp series 5 sports 4-seater, black, red leather, very good condition; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [1578

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Readers requiring sports and light cars will find a large and varied selection in these columns.

Readers having such cars for disposal should advertise same in "THE AUTOCAR" to ensure immediate results.

"THE AUTOCAR"

specialises in small h.p. cars as well as the larger types.

B.S.A. Cars Wanted

R

ROWLAND SMITH'S, the B.S.A. buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.

B.S.A. Spares and Service

BASIL ROY, Ltd.—B.S.A. spares, complete stock, wholesale and retail.—161, Gt. Portland St., W.1. Langham 7733. [0144

SPARE parts for 10hp and 12-6 fluid flywheel models.—Allens, Victoria Rise, Clapham, S.W.4. Macaulay 4199 and 6252-3. [0641

BUGATTI

POTTER & RICHARDS offer following Bugattis:—

TYPE 44 (3-litre single-cam) 4-seater tourer; £325.

1938 (late) type 57 Ventoux saloon, Bugatti body, 3.3-litre twin-cam, Lockheed brakes; £675.—Kensington 6955, or write Richards, 62, Princes Gate Mews, S.W.7. [2073

CHIPSTEAD MOTORS, Ltd.—See our advert. under "Sports Cars." [3229

Bugatti Cars Wanted

GEOFFREY EDWARDS, Ltd., urgently require for immediate cash good type 57 Bugattis, all models.—Amenbury Lane, Harpenden, Herts. Tel. 118. [1451

Bugatti Spares and Service

J. LEMON BURTON, Bugatti service, 3 Lonsdale Rd., Kilburn, N.W.6. Maida Vale 1331. [0071

BUICK

ROY GALWAY, Ltd.

1950 Buick Super 51 hydromatic 4-door saloon, blue with white wall tyres, heater, radio and absolutely as new.

1949 Buick Special 2-door 6-seater saloon, complete with nylon seat covers, heater, radio; this car is as new.

ROY GALWAY, Ltd., 21, Farm St., Berkeley Sq., London, W.1. Tel. Grosvenor 4747 (4 lines). [9248

£375.—Buick Special saloon, 31hp, first reg. 11.8.38; professional owner, very well cared for in good general condition.—Goodwin, Park Farm, Porcott Hill, Nr. Redditch, Worcs. [1879

BUICK

SIMPSON'S MOTORS offer:—

1948 Buick convertible, electrically operated hood, all accessories.

1947 r.h.d. Buick 51 Super, with extras, very clean car; for full lists see under "American Cars."

SIMPSON'S MOTORS (WEMBLEY), Ltd. (American Car Specialists). Wembley 8691-2. [8429

JOE THOMPSON (MOTORS), Ltd., offer:—

RHD 1950 Buick 4-door saloon, colour black, mileage 4,000.

RHD 1950 Buick 4-door saloon, colour maroon, 9,000 miles.

RHD 1949 Buick 4-door saloon, low mileage, radio and heater.

RHD 1948 4-door saloon, colour black, low mileage.

LHD 1949 Buick 4-door saloon, colour black, low mileage.

JOE THOMPSON (MOTORS), Ltd., 97, Fulham Rd., South Kensington (next to Michelins). Ken. 4858. [1323

MEBES & MEBES, Ltd. (Est. 1893), offer:—

1936 Buick Viceroy de luxe 4-door saloon, black, fawn upholstery, coachwork, mechanical condition and tyres excellent, above average for year; £365.—The Broadway, Mill Hill, N.W.7. Tel. Mil. 2040. [1862

1940 Buick Viceroy saloon, immaculate condition, brown leather; £695.

ACRES AUTOS, Ltd., 10 & 11, Ascot Parade, Clapham Park Rd., S.W.4. 2 minutes from Clapham North Underground. Tel. Macaulay 2211 & 2212. [1965

1939 Buick 31hp, steering gear change, leather upholstery, almost indistinguishable from new; £575.—Bec. 6977. [9125

LIMOUSINE, 1937, Master chassis; £750 cash; part exchanges.—Lawton-Goodman, 135, Cricklewood Broadway, N.W.2. [2152

1936 Buick 30hp saloon, two owners, exceptional tyres, good condition; £265.—John Gray, 20, Hermitage Lane, N.W.2. Speedwell 1242. [9741

1947 4-door de luxe saloon, l.h.d., beautifully maintained; £1,575.—Sidney Marcus, Ltd., 35, Sloane St., S.W.1. Tel. Sloane 3557/6970. [5385

£699.—Magnificent Buick Viceroy 30hp de luxe saloon, immaculate leather upholstery, exterior beautiful and just like new, this vehicle has been maintained regardless of expense and literally looks as though it has just left the 1939 Motor Show; you cannot better this Buick elsewhere, see and compare it; 3 months' guarantee; hire purchase, exchanges.

LAMBS OF WOOD GREEN, Finchley Showrooms, 421, High Rd., Finchley, N.12. Fin. 6221. [9020

CAMDEN MOTORS.—Buick series 70 Roadmaster 4-door 6-seater saloon, 1946 model, first registered July, 1947, a beautiful example, immaculately finished in pale green, new look front, full length chromed belt moulding, luxurious upholstery, nylon seat covers, flash-away indicators, radio, heater, automatic door lights, white walls, etc., maintained and serviced by London Buick distributors, small mileage and in superb mechanical order; £1,295.

CAMDEN MOTORS.—Buick Roadmaster Eight series 70 special 6-seater drop head coupe (convertible), 1949 model with Dynaflow drive, power operated windows and hood, radio, heater, seat covers, etc., superbly streamlined, body styling similar to latest production model, 14,250 miles, latest screenwash and special low pressure tyres; £2,750.

CAMDEN MOTORS.—Buick Super Eight 6-seater saloon, 1949 model, equipped with Dynaflow drive, immaculate black finish with special leather trimmed upholstery, all extras as above model, negligible mileage; £2,650.

CAMDEN MOTORS.—Buick 31hp special occasional foursome drop head coupe, 1938, attractive silver grey finish with red leather, almost new hood and 6 new Fort Dunlop tyres, whole condition very much above average for its year, particularly in the mechanical sense; £445.

CAMDEN MOTORS.—Buick 31hp special Viceroy saloon, July, 1940, 6-seater bodywork of handsome and imposing appearance incorporating many post-war features, headlamps built into wings, steering column gear change, built-in heater, overriders, rimbellishers, road tyres in excellent order, twin spares unused; £595.

CAMDEN MOTORS.—Buick Super 8 pullman limousine, 1937, widest occasionals, division, inter com., heater, radio, one owner; £695.

FOR Buick limousines see special advert. on page 33.

CAMDEN MOTORS, Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines). Write for post free catalogue; nearly 500 cars ready for inspection and purchase; hire purchase facilities, part exchanges; free delivery anywhere in the United Kingdom; fares refunded to purchasers from any part of the country; showrooms open till 8 p.m. from Monday to Saturday. [1625

Buick Cars Wanted

SM

SIMPSON'S MOTORS (WEMBLEY), Ltd.,

THE American Car Specialists, urgently require all models Buick. Wembley 8691/2. [0664

SOLE concessionaires, Lendrum & Hartman, Ltd., will purchase used Buick models.—Showrooms, Buick House, Albemarle St., London, W.1. Regent 7121. [0304

SIMPSON'S MOTORS (WEMBLEY), Ltd.,

THE American Car Specialists,

URGENTLY require all models Buick. Tel. Wembley 8691-2. [0477

Buick Spares and Service

BUICK sole concessionaires, Lendrum & Hartman, Ltd., Buick Works, Old Oak Lane, Willesden Junction, N.W.10. Tel. Elgar 7911. [0141

Cadillac Cars Wanted

SIMPSON'S MOTORS (WEMBLEY), Ltd., wish to purchase all models Cadillac from 1937 onwards.—Wembley 8691-2. [0665

SOLE concessionaires, Lendrum & Hartman, Ltd., will purchase used Cadillac models.—Showrooms: Buick House, Albemarle St., London, W.1. Regent 7121. [0004

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

Cadillac Spares and Service

CADILLAC sole concessionaires, Lendrum & Hartman, Ltd., Buick Works, Old Oak Lane, Willesden Junction, N.W.10. Tel. Elgar 7011. [0012

CHEVROLET

SIMPSON'S MOTORS offer:—

1949 Chevrolet 2-door sedan, fitted with heater, low mileage.

1949 Chevrolet 2-door sedan, fitted with radio and heater.

1948 Chevrolet convertible, electrically operated hood, fitted with heater, for full list see under "American Cars."

SIMPSON'S MOTORS (WEMBLEY) Ltd (American Car Specialists) Wembley 8691/2. [8430

BRITISH & COLONIAL MOTORS offer:—

1946 —47 Chevrolet 4-dr. Fleetmaster saloon, r.h.d., £10 tax.

1949 Chevrolet 4-dr. Styleline saloon, r.h.d., 14,000 miles.

1950 Chevrolet 4-dr. Styleline saloon, l.h.d., 9,000 miles.

BRITISH & COLONIAL MOTORS, Ltd., (Distributors for London and Home Counties), Upper St. Martin's Lane, W.C.2. Tem. 3588. [1404

1950 Chevrolet de luxe saloon, low mileage, as new; choice of two.—Sidney Marcus, Ltd., 53 Sloane St., S.W.1. Tel. Sloane 5557/6970. [1501

£1245—1948 model Chevrolet Stylemaster de luxe saloon series P.J., with radio, seat covers, heater, passlights, etc., immaculate silver grey, fastidiously maintained by one wealthy owner, superb low-mileage specimen.

CAMDEN MOTORS, Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines). Write for post-free catalogue. Hire purchase. Part exchanges. Nearly 500 cars ready for inspection and purchase. Free delivery. Showrooms open till 7 p.m. from Monday to Saturday. [1621

Chevrolet Cars Wanted

SIMPSON'S MOTORS (WEMBLEY), Ltd.,

THE American Car Specialists, urgently require all models Chevrolet. Wembley 8691/2. [0666

BRITISH & COLONIAL MOTORS, Ltd.—Distributors for London and Home Counties, require good Chevrolet cars.—Upper St. Martin's Lane, W.C.2. Tem. 3588. [1367

SIMPSON'S MOTORS (WEMBLEY), Ltd.,

THE American Car Specialists,

URGENTLY require all models Chevrolet. Tel. Wembley 8691/2. [0478

Chevrolet Spares and Service

CHEVROLET spares and repairs—for private vehicles —distributors for London & Home Counties.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3588. [1586

CHRYSLER

JOE THOMPSON (MOTORS), Ltd. offer:—

R H D 1951 new Chrysler Plymouth 4-door saloon, colour blue.

JOE THOMPSON (MOTORS), Ltd., 97, Fulham Rd., South Kensington (next to Michelins). Ken. 4856

£265—1937 24hp Chrysler saloon, radio, etc.—Lawton-Goodman, 135, Cricklewood Broadway, N.W.2. [2156

£350—Chrysler Richmond saloon, chauffeur maintained.—Durngate House, Durngate Place, Winchester. [2006

Chrysler Cars Wanted

SIMPSON'S MOTORS (WEMBLEY), Ltd.,

THE American Car Specialists, urgently require all models Chrysler. Wembley 8691/2. [0667

AUTO SALES (LONDON), Ltd.,

CHRYSLER distributors, will purchase all types of Chrysler vehicles.—59-65, Belsize Rd., Swiss Cottage, N.W.6. Mai. 5555/2155. [0648

ROWLAND SMITH'S, the Chrysler buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.

SIMPSON'S MOTORS (WEMBLEY), Ltd.,

THE American Car Specialists,

URGENTLY require all models Chrysler. Tel. Wembley 8691/2. [0547

Chrysler Spares and Service

AUTO SALES (LONDON), Ltd.,

CHRYSLER distributors, spares for all models; exchange reconditioned units in stock.—59-65, Belsize Rd., N.W.6. Mai. 5555/2155. [0495

CHRYSLER official service agents

REPAIRS, spares, exchange engine service.—Church Road Eng. Co., Ltd., Hadleigh Essex. Tel. Hadleigh (Essex) 56474/57127.

CHRYSLER Specialists; repairs, spares, exchange engine service.—L. A. Mitchell (Motors), Ltd., 1, Balham High Rd., London, S.W.12. Tel. Balham 2234.

CITROEN

DICKS

1936—7 Citroen 12hp saloon, fitted 1947 reconditioned engine, modifications totalling £260, bills available, £425.

DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn. Maida Vale 6688-9. [8654

ACE SERVICE STATION (LONDON), Ltd.,

THE Citroen distributors,

INVITE your enquiries for guaranteed used Citroens, spares and efficient service.

NORTH Circular Rd., Stonebridge Park, N.W.10. Elgar 5565 (5 lines). [1986

CITROEN

CARR BROS. offer:—

1946 Citroen 15hp, low mileage, finished in grey metallic, immaculate throughout; £795.

CARR BROTHERS, The Soho Garage, Soho Sq., W.1. Ger. 6678-9. [2047

C. G. NORMAN & Co.

CITROEN, sole distributors for the county of London, buyers of low-mileage Citroen cars; service, spares and replacement units.—50, Vauxhall Bridge Rd., S.W.1. Victoria 2211. [0756

TOM GARNER, Ltd., offer

1946 (Dec.) Citroen Light 15 saloon, grey with grey leather, radio, 35,000 miles.

TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-6. [1955

GLANFIELD LAWRENCE offer:—

1939 Citroen Light 15 saloon, fitted dual carburettors, radio, etc., superlative condition throughout; £495.—407, High Rd., N.12. Finchley 3091. [8614

JOHN S. TRUSCOTT, Ltd., for Citroen.

SEVERAL post-war models are usually available.

ONLY first-class examples are offered.

EXCHANGES, deferred terms.

SKILLED Citroen service and spares.

173 Westbourne Grove, W.11. Bay. 4274. [4511

COOMBS & SONS (GUILDFORD), Ltd., offer:—

1949 Citroen, mist green and beige, 12,000 miles, £1,200.

1949 Citroen, gunmetal and red, 12,000 miles, £1,200.

COOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford. Guildford 62907-8-9. [1985

CHIPSTEAD MOTORS, Ltd.—See our advert. under "Sports Cars." [3251

ACLAND & TABOR, Ltd., Welwyn 481, offer with three months' guarantee:

1949 (Sept.) Citroen Light 15 saloon, suede green, beige leather, twin carburettors, speedometer reading 4,000 miles, condition throughout equal to new; £1,375.

1940 Citroen 6-cyl 20hp saloon, black, brown leather, just overhauled, similar post-war car double this price, immaculate order; £895. [1945

WORTHING MOTOR Co., Ltd., for Citroen sales, spares, service.—Tel. Worthing 71. [7585

£145—1935 Citroen 12/4 saloon, roomy vehicle in clean condition, excellent runner, bargain.—Beare.

£289—1937 Citroen Light 15 sports saloon, reconditioned engine recently fitted, unrepeatable offer to Citroen enthusiast.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [2192

1947 Citroen 15hp saloon, black with red leather, excellent condition; £795.—Woking Motors (Maybury Hill), Ltd., Woking 1928. [1529

CASS'S MOTOR MART.—1940 Citroen grand luxe Big 15 6-passenger saloon, black, just reconditioned and recellulosed; written guarantee.—5, Warren St., W.1. Euston 3523. [9684

1950 series Citroen Light 15 de luxe 4-door sun roof saloon, maroon, red leather, authentic mileage 11,500, one owner, as new throughout; accept list price £1,092; exchange considered.—Turner, Pal 7985. [9948

295 ons.—Citroen 12, 1957, de luxe 4-door saloon, maroon, sliding head, red leather, very good condition, taxed; terms, exchanges; list; open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [1[illegible]

Citroen Cars Wanted

ACE SERVICE STATION (LONDON), Ltd.,

URGENTLY require an unlimited number of good Citroen cars.

NORTH Circular Rd., Stonebridge Park, N.W.10. Elgar 5565 (5 lines). [0004

1949—50 Citroens wanted; please give particulars and price.

A. FREEMAN Ltd., Grosvenor Garage, Burnage Lane, Manchester, 19. Rus. 2874-5. [0677

ROWLAND SMITH'S, the Citroen buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.

H. W. MOTORS, Ltd., always require first-class Citroens.—Tel. Walton-on-Thames 763 and 1437.

URGENTLY wanted for cash late model Citroen.—Connaught Engineering, Portsmouth Rd., Send, Surrey. Ripley 3178. [0188

JOHN S. TRUSCOTT, Ltd., urgently require low mileage, really well-kept Citroens.—175, Westbourne Grove, W.11. Bay. 4274. [4615

Citroen Spares and Service

SOUTH of the Thames.

BALES of Croydon.—Distributors and specialists for over 25 years. Tel. Croydon 5151-2. [0187

BRING your used cars to the Citroen specialists; we will recondition as new.

THE READINGLEY MOTOR & ENG. Co., Ltd., 8, Otley Rd., Leeds. Tel. 52627-8. Grams: Trojone.

WIDCOMBE GARAGES, Ltd., Pulteney Rd., Bath. 4862.—Citroen spares, reconditioned drive, trained 48-hr. service. [6161

SHRIMPTON'S MOTORS Ltd., London Distributors. Head office and showrooms—242-244, Brompton Rd., S.W.3. Kensington 5064.

SPARES and service.—47, Montague Place, Holkin St., Hyde Park Cr. ner, S.W.1. Tel. Sloane 5460.

Citroen Spares and Service

E. PASCALL (GUILDFORD) Ltd., sole distributors for West Surrey; spares and specialised service.—Central Buildings, North St., Guildford. Tel. 2274/5/6.

WOODFORD CAR MART, Essex distributors for new Citroen cars; sales, service and reconditioning.—Woodford New Rd., Woodford Green, Essex. Buckhurst 0017. [0209

CITROEN.—We are distributors for N.W. Kent and specialise in reconditioning these cars; front drive assemblies fitted from stock.—Barnehurst Garage, Ltd., Bexleyheath 725. [0746

REDWOOD Citroen body repair service. 24 years' experience, crash and general repair.—Holders Metal Works, 259, Staines Rd., Hounslow, Middx. Tel. Hou. 3595, week-ends Hou. 9545. [0127

BOWES ROAD GARAGE & ENGINEERING Co., Ltd., Bowes Rd., N.11 (Bow 2284), specialists on Citroen body repairs and mechanical overhauls, silver joints reconditioned 48-hr.; all spares stocked. [0564

CORD

SWANMORE GARAGE, 1176-1180, Christchurch Rd., Boscombe. Tel. Southbourne 1022.

1950 registration (£10 tax) Cord saloon, 40,000 miles, attractive mist green coachwork, radio, etc.; exchanges, terms. [2336

DAIMLER

THE Daimler distributors offer:—

1939 (Sept., 1938) 2½-litre sports saloon, really immaculate, genuine, 23,000 only; £925.

1947 2½-litre saloon, 20,000 miles, really nice car; £1,495.

1949 (Dec.) 2½-litre saloon, 11,000 miles only, many extras; £2,055.

1949 (Nov.) 2½-litre d.h.c., black/red, beautiful car; £1,795.

WRAY PARK GARAGES, Ltd., Reigate 2263. [2200

HAROLD RADFORD & Co., Ltd.

1949 (July) 2½-litre Daimler saloon, black with brown leather upholstery, speedometer reading 10,645 miles, fitted with heater and demister, one owner, in excellent condition.

HAROLD RADFORD & Co., Ltd., Melton Court, South Kensington, S.W.7. Tel. Kensington 0642 (5 lines). [6402

MCKINNON MOTORS, Ltd., offer:—

1950 (April) Daimler 2½-litre saloon, grey, blue leather, sliding roof, heater, taxed Dec. 31st, 9,000 miles only; six months' guarantee; trade enquiries welcomed.

MCKINNON MOTORS, Ltd., "Langham House," 5, Stafford Rd., Wallington, Surrey. Established 1906. Tel. Wallington 5404. [1165

STRATSTONE, Ltd., Daimler distributors

DAIMLER 27hp Windover 7-passenger limousine (1950), black with fawn cloth, well maintained £3,500.

DAIMLER 27hp Hooper touring saloon, blue and black, with blue leather, most attractive coachwork complete with radio, heater, loose covers serviced by Daimler Co.; £2,950.

DAIMLER 2½-litre Consort saloon, grey with red leather, 1,700 miles, as new; £2,395.

DAIMLER 2½-litre saloon (1950), black and green, with green leather, radio and heater, well maintained; £1,975.

DAIMLER 2½-litre coupe (1949), black with red leather, carefully used; £1,695.

DAIMLER 2½-litre saloon (1949), black with brown leather, excellent performance and appearance; £1,850.

DAIMLER 2½-litre saloon (1947), black with brown leather, radio and heater, in excellent order; £1,495.

DAIMLER 2½-litre saloon (1946), black with brown leather, outstanding condition; £1,375.

DAIMLER 5hp Straight Eight limousine, dark blue and black with grey cloth to roof, full 7-passenger equipment including sliding division, folding roof rail, in excellent condition, £625.

STRATSTONE, 40, Berkeley St., W.1 (Mayfair 4404). Service, 7, Herbrand St., Russell Sq., W.C.1 (Terminus 7464.) [1245

GUY SALMON AUTOMOBILES, Ltd., offer:—

1946 Daimler 2½-litre saloon, excellent condition throughout; £1,150.—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3. [9666

1949 (Dec.) 2½-litre Daimler coupe by Barker, black with brown lthr., 7,500 miles; £1,895.

JACK OLDING & Co., Ltd., 6-10, North Audley St., W.1. Mayfair 5242. [1509

CASS'S MOTOR MART.—1937 Daimler 20 saloon, blue, engine just reconditioned, superb order; written guarantee.—5, Warren St., W.1. Euston 4110. [1339

SPINE (BOURNEMOUTH), Ltd., engaged exclusively in the distribution of Daimler and Lanchester cars, consult us when buying or selling; all spares and every service.

DAIMLER House Bournemouth. Tel. 5405. [0544

1939 Daimler 2½-litre saloon de luxe, one owner, exceptional condition; £745. 3 months' written guarantee.—Brown's Garage, Loughton (Essex) 4119. (Tube.) [9080

21-litre Daimler saloon, first registered October, 1946, 27,000 miles, green, radio, perfect condition; £1,450.—H. R. Ward, Kents Ford, Grange-over-Sands, Lancs. [1928

1941 Daimler 5-passenger saloon, late property Daimler Motor Co., and associate company, immaculate order throughout, completely overhauled by Daimlers in 1949, number of extras.

GUY ALFREDS & Co., Ltd., 6-7, Warren St., W.1. Euston 3366 [9075

1934 Daimler 15 saloon, blue, black upholstery, very good running order, good tyres, recent engine overhaul; £250, or near.—S. Bowen & Son, Hillside Garage, Edgware. Tel. Edgware 4464. [1371

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

DAIMLER

DAIMLER 2½-litre, first registered April, 1950, fitted with drop head coupe body by Barker, finished in two shades of green, one careful owner, fitted radio and heater, in perfect condition throughout.—ARTHUR MULLINER, Ltd., Bridge St., Northampton. Tel. 907. [1942

DAIMLER saloon, 2½-litre, first registered October, 1948, chauffeur driven, immaculate condition, radio and heater, new tyres just fitted, reason for selling unexpected delivery of limousine; price £1,500.—R. H. Brackenbury, Iddesleigh House, Caxton St., London, S.W.1. Tel. Abbey 3018. [1807

ALPE & SAUNDERS.—Limousine 1938 EL. 24hp, partitioned widest occasionals, privately owned, excellent throughout, black, also

1938 EL 24 Seven-seater Saloon by Charlesworth, private, excellent condition.

ALPE & SAUNDERS (100-Limousines) Providence Court North Audley Street, Mayfair-2941. [1434

Daimler Cars Wanted

ROWLAND SMITH'S the Daimler buyers.—Hampstead High St. (Hampstead Tube), Ham. 6041. [0932

Daimler Spares and Service

ARCOT MOTORS. Ltd.

ARCOT MOTORS, Ltd.—Preselector gear boxes, exchanges and repairs.—169, Fulham Rd., S.W.3. Kensington 7301. [0256

DAIMLER and Lanchester spares.—Large stock of spares for most models, specialists in spares unit, gaskets, etc., for the Daimler sleeve valve series.—Allens, Victoria Rise, Clapham, S.W.4. Macaulay 4199 and 6252-3.

DELAGE

SELBORNE (MAYFAIR), Ltd., World Concessionaires offer:—

£595.—1938 model Delage saloon.

82, Park St., W.1. [4701

Delage Spares and Service

SELBORNE (MAYFAIR) Ltd. Delage world concessionaires.—Rapid engine and body repairs, parts stocked.—82, Park St., W.1. [0659

DELAHAYE

SELBORNE (MAYFAIR), Ltd., sole concessionaires for the world for Delahaye cars, offer:—

135 M (first registered January, 1944) with Figoni convertible drop head body, in exceptional condition, offered at an end-of-the-year bargain price of £895.

82, Park St., W.1. [2161

SELBORNE (MAYFAIR), Ltd., world distributors for Delahaye cars, offer new 1952 model British built sedatra foursome coupe, delivery 3 to 4 weeks.

82, Park St., W.1. [1704

Delahaye Spares and Service

SELBORNE (MAYFAIR), Ltd., Delahaye world concessionaires.—Rapid engin and body repairs, parts stocked.—82, Park St., W.1. [0660

DELLOW

CREAM Dellow, supercharged, ex Ken. Burgess, for quick sale owing to death part owner; all tyres (2 new spares) as new; £550, mileAge 5,000.—Further details: Roland Sidwell, 27, Union St., Coventry. Tel. 5244 (daytime). [1879

D.K.W.

B. & M. GARAGES, Ltd., for super reconditioned D.K.W. cars and guaranteed spares, brand new crankshafts, sleeve cylinder blocks, both items on exchange basis, plus packing, etc., repairs and overhauls our speciality.—B. & M. Garages, Ltd., 42a, St. Michaels St., W.2. Paddington 6877. [0016

D.K.W. Spares and Service

NEW big-ends and mains fitted to D.K.W. crankshafts.

C. F. SMITH & Co., 83-85, St. John's Hill, Clapham Junction. Bat. 0671. [0066

DODGE

OVERSEAS CARS, Ltd.

1949 Dodge saloon, 25 5hp gyromatic transmission, r.h.d., fitted radio, heater and seat covers, 16,000 miles, perfect condition throughout, £2,500. For other Overseas Cars bargains see page 37.

OVERSEAS CARS, Ltd., 297, Brompton Rd., Knightsbridge, S.W.3. Tel. Kensington 7475. [2150

Dodge Spares and Service

DODGE specialists, repairs, spares, exchange engines.—Church Road Engineering Co., Ltd., Dodge Distributors, Hadleigh, Essex.—Tel. Southend 57127. [0192

DODGE specialists, repairs, spares, exchange engine service.—L. A. Mitchell (Motors), Ltd., 1, Balham High Rd., London, S.W.12. Tel. Balham 2234. [0502

FIAT

COACHCRAFT offer:—

1938 2 Fiat 1500 pillarless sports saloon, this vehicle is in exceptional condition, having had £250 expended on it during past 18 months (all bills available), very fast and rare car which has been really well maintained, £395; terms and exchanges; available for A.A. or R.A.C. inspection.

COACHCRAFT, Elm Rd., Evesham. Tel. 6559. [1479

C. V. BUSHMER The Fiat Specialist, offers for January delivery rebuilt 1939 500 4-seater, showroom condition guaranteed.—39, Holland Park, W.11. Park 5731. [1751

445 ens.—Fiat 1500, 1939 (registered 1940), 4-door pillarless saloon, gunmetal, green leather, carefully used, excellent condition; terms, exchanges.—Rowland Smith, below.—

395 ens.—Fiat 500, Sept. 1939, 4-seater convertible saloon, black and silver, red leather, good tyres, very carefully used, exceptional condition, taxed; terms, exchanges; list, open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [1580

FIAT

CHIPSTEAD MOTORS Ltd.—See our advert. under "Sports Cars." [3233

MAYFAIR GARAGES, Ltd., invite you to inspect the finest selection of Fiat cars in the country—all for immediate delivery from stock.—Below.

MAYFAIR GARAGES, Ltd.—Fully reconditioned 500 2nd series convertible coupes, in grey stone, black or Channel green, now available for immediate delivery with three months' guarantee, £465.—Below.

MAYFAIR GARAGES, Ltd.—1947 Simca "Huit" (Fiat 1100 508cc 12hp) de luxe 4-door pillarless saloon, l.h. drive, green with soft hide upholstery, Masteradio, Bluemel wheel, twin spot lamps, demister, one owner since new, under 20,000 miles, almost new condition throughout, three months' guarantee, £825.—Below.

MAYFAIR GARAGES, Ltd.—1939 1100 508c 4-door pillarless saloon, hide upholstery, good tyres, very good condition throughout, three months' guarantee, £375.—Below.

MAYFAIR GARAGES, Ltd.—1939 2nd series 500 full 4-seater convertible saloons, choice of three in blue, grey and green, from £365 to £465.—Below.

MAYFAIR GARAGES, Ltd.—1938 500 fixed head coupes, choice of four, in black, maroon and green; from £375 to £445.—Below.

MAYFAIR GARAGES, Ltd.—July, 1938, 500 convertible coupe, black and red with red leather upholstery, four almost new tyres, first-class road performance, very smart car; £545; choice of four 1938 models.—Below.

MAYFAIR GARAGES Ltd.—All the above cars carry three months' full guarantee.—Below.

MAYFAIR GARAGES, Ltd.—Send for list and copy of "The Autocar" Road Test report.—Below.

MAYFAIR GARAGES, Ltd.—Fiat repairs and renovations by skilled English and Italian Fiat mechanics.—Below.

MAYFAIR GARAGES, Ltd., Balderton St. (opp. Selfridges clock), Mayfair W.1. Mayfair 3104-5. Open 9-6. Sats. 9-12. [9370

Fiat Cars Wanted

ROWLAND SMITH'S, the Fiat buyers.—Hampstead High St. (Hampstead Tube), Ham. 6041. [0933

CASH immediately for good Fiat.—H. F. Edwards, 154, Gt. Titchfield St., W.1. Langham 0012. [1855

MAYFAIR GARAGES, Ltd.—Particularly good cash buyers of all models Fiat because we sell more Fiats yearly than any firm in the country; telephone or write for buyer to call.—Mayfair Garages, Ltd., Balderton St. (opp. Selfridge's clock), Mayfair, W.1. Mayfair 3104-5. [0695

Fiat Spares and Service

MAYFAIR GARAGES, Ltd.—Fiat sales and service by skilled English and Italian staff.—Below.

MAYFAIR GARAGES, Ltd., stock various self-fitting body trims such as mat sets, hoods, running boards, etc.; list on request.—Below.

MAYFAIR GARAGES, Ltd., Balderton St. (opp. Selfridge's clock), Mayfair, W.1. Mayfair 3104-5.

FIAT 500cc genuine Fiat spares, reconditioned engines, gear boxes, starters, dynamos, etc., guaranteed repairs.—S. & S. Motors, 165a, Westbourne Grove, W.11. Tel. Bar. 1644. [0136

FIAT (ENGLAND), Ltd., Water Rd., Wembley, sole licensees for the United Kingdom, are only source of genuine Fiat spares and service.—Tel. Perivale 5651. Grams: Fiat, Wembley. [0909

B.D.J. (ENGLAND), Ltd., offer exchange engines fitted same day, own engines reconditioned 7-10 days; new and used engine chassis and body parts.—65, Lowlands Rd., Harrow, Byr. 6025. [0325

FIAT 500, 1100 and 1500, full range of spares, reconditioned and bench-tested engines, gear boxes, suspensions, dynamos, starters, radiators, in exchange, spare wheel covers, luggage carriers, supercharger sets, Metric spanners, complete servicing all models.—Derrington, 159 & 161, London Rd., Kingston 5621-2. [5030

FORD (8 h.p.)

WHAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444.

1948 Ford Anglia saloon, colour black, leather cloth upholstery, choice of two cars, both in really first-class condition.

1949 Ford Anglia saloon, colour black, leather cloth upholstery, with hood covers, fitted reconditioned engine, very clean car.

ABOVE cars available for demonstration anywhere, any time. Hire purchase terms can be arranged.

WHAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444. [9374

RAYMOND WAY.

RAYMOND WAY OF KILBURN.

RAYMOND WAY, the hire purchase specialists.

1946 Ford Anglia saloon, very attractive grey with red leather upholstery, serviced from new by main Ford dealer, a superb car throughout, 479ens.

HIRE purchase terms on the spot with no references, no formalities or guarantors, top price in part exchange on your present motor cycle or car; unique 3 months' written guarantee; always 200 cars under £400 to choose from.

RAYMOND WAY, Canterbury Rd., Kilburn, N.W.6. Maida Vale 6064, connecting all branches and departments (Kilburn Park Station, Bakerloo line, 150 yards). [1999

PERRY'S OF HARROW

HAVE an excellent selection of post-war 8hp saloons available.

PHONE Harrow 1031 for details.

W. HAROLD PERRY, Ltd., Station Bridge, Wealdstone, Harrow, Middlesex. [0099

WELL HALL ROAD GARAGE.

1950 (Oct.) Ford Anglia, black, one owner, low mileage, three months' guarantee, perfect; £675.

WELL HALL ROAD GARAGE, Well Hall Rd., Eltham, S.E.9. Eltham 3834. [1795

FORD (8 h.p.)

W. J. BROWN, Ltd., used Ford specialists.

1950 (Oct.) Ford Anglia saloon, green, 7,100 miles; £715.

1948 (June) Ford Anglia saloon, black, 4,600 miles, one owner since new; £645.

1947 (Nov.) Ford Anglia saloon, black, exceptionally clean car; £525.

1946 (April) Ford Anglia saloon, black; £395.

W. J. BROWN, Ltd., Ford Main Dealers.

339 Finchley Rd., N.W.3. Hampstead 4414. [9854

DAGENHAM MOTORS, Ltd., Ford Main Dealers.

1950 Ford Anglia saloon, beige, 1,000 miles, and many others to select from.

56, Park Lane, W.1 (Regent 4866), and 374, Ealing Rd., Alperton, Middx (Perivale 5388), 8 and 12, Stanley Rd., Catford, S.E.6 (Hither Green 4821). [1546

1936 Ford 8, two owners, in exceptional condition throughout; £245.

MAGDALEN MOTORS, 311, Trinity Rd., Wandsworth Common. Battersea 5573. [6085

1949 Ford Anglia saloon, black, one owner, excellent condition; £555.

JOHN WILSON AUTOS, Ltd., Sanderstead Rd., South Croydon. Sanderstead 4260. [5001

1949 Ford 8 saloon, 8,000 miles; £635.—Roys Autos, Ltd., Euston 2700. [1420

1950 (August) Anglia, 12,000 miles, black, heater, Notex, Ace discs; £700.—Box 5933. [1872

1947 Ford Anglia saloon, one owner, excellent condition throughout, taxed, guaranteed, £495.

G. W. WILKIN, Ltd., 1, Weston Park, Kingston-on-Thames. Kin. 2241. [1955

1950 Ford Anglia saloon, finished in green with brown leather upholstery, first class throughout; £705.

BREW BROTHERS, Ltd., 155, Old Brompton Rd., S.W.7. Ken. 2464. [1779

1950 (June) Ford Anglia, fawn with red upholstery, 10,000 miles; £745; terms, exchanges.

MASON BROTHERS (Motor Showrooms), 151-153, Fitzwilliam St. (off the Moor), Sheffield, 1. Tel. 24687. [4435

1937 Ford 8 saloon, excellent car throughout; £225.—Thomas Motors, Ltd., 117, London Rd., Kingston, Surrey. Tel. 8415. [9940

£225.—1936 Ford 8 saloon, black, leather interior, excellent runner.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [2179

£399.—1948 Ford Anglia saloon, black, taxed.—Lawson Motor Sales, Ltd., 520-2, King St., Hammersmith, W.6. Tel. Riverside 4111 and 4091. [2105

1949 Ford 8 Anglia saloon, black, in first-class condition, £650; 1948 Anglia with reconditioned engine, £595; also 1947 in first-class condition.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gla. 2234. [7941

750 ens.—Ford Anglia, November, 1950, 8hp saloon, black, one careful owner, 5,627 miles, brand new condition, taxed; terms, exchanges.—Rowland Smith, below.

725 ens.—Ford Anglia, October, 1950, 8hp saloon, fawn, radio, one careful owner, 10,400 miles, practically new condition; terms, exchanges.—Rowland Smith, below.

625 ens.—Ford Anglia, November 1949, 8hp saloon, green, one careful owner, small mileage, exceptional condition; terms, exchanges.—Rowland Smith, below.

475 ens.—Ford Anglia, 1947, 8hp saloon, black, one owner, reconditioned engine, excellent condition; terms, exchanges.—Rowland Smith, below.

365 ens.—Ford 8, 1938, de luxe saloon, blue, excellent condition, year's tax; terms, exchanges; list, open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [1963

£295.—1938 9 Ford 8 saloon de luxe, excellent condition.—G. P. (Balham), Ltd., 2c, Balham Hill, S.W.12 (100 yards Clapham South Tube). Batt. 1107-8-9. [1344

WALTER SCOTT, Ltd.—1946 Ford Anglia, black, excellent condition; £425; terms, exchanges.—39, College Crescent, Hampstead, N.W.3. (Finchley Road Tube.) Pri. 5914. [5382

ARCHIE SIMONS & Co., Ltd.—1948 Ford Anglia saloon, colour black, new engine recently fitted, excellent condition throughout; £375.—94, Gt. Portland St., W.1. Lan. 1345.

ARTHUR E. GOULD, Ltd., 290-292, Regent St., W.1, and 8-14, Meard St., Soho, W.1. Langham 1594-5.—1946-50 Ford Anglia saloons, low mileage, all guaranteed, also earlier models.

TANKARD & SMITH, Ltd., offer 1939 model Ford 8 saloon, in excellent condition, reconditioned engine, 4,000 miles ago, tyres nearly new; £385.—226-232, High Rd., N.15. Stamford Hill 5291. [2044

JACK ROSE, Ltd., offer: 1950 (September) Ford Anglia in black, almost unmarked inside and out; first cheque for £675 secures.—Jack Rose, Ltd., Stafford Rd., Wallington, Surrey. Wallington 6677-8. [1046

Ford Eight Cars Wanted

A 8 new, post-war Ford 8 required.—50, Ryecroft Rd., S.W.16. Tulse Hill 1288 (day). [0726

CASH buyers of low mileage Ford 8s; distance no object.—Hattons, Lord St., Southport. Tel. 2268.

ROWLAND SMITH'S, the Ford 8 buyers.—Hampstead High St. (Hampstead Tube), Hampstead 6041.

ALMOST new Ford 8 required, cash payment.—Morlee, 54, Streatham Hill, S.W.2. Tulse Hill 4488. [0645

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

FORD (10 h.p.)

W HAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444.

1949 Ford Prefect saloon, colour black, with brown leather upholstery, 21,000 miles, mechanically perfect.

1950 Ford Prefect saloon, colour green, leather upholstery, Philco radio, link-mats, spot lamp, showroom condition, 12,000 miles.

ABOVE cars available for demonstration anywhere, any time. Hire purchase terms can be arranged.

W. HAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444. [9575

CAR MART, Ltd.

1950-51 Ford Prefect saloon, 100 miles; £975.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 3434. [1542

RAYMOND WAY.

RAYMOND WAY OF KILBURN.

RAYMOND WAY, the hire purchase specialists.

1939 Ford Prefect saloon, exceptionally clean throughout, excellent mechanical order; 399gns.

HIRE purchase terms on the spot with no references, no formalities or guarantors; top price in part exchange on your present motor cycle or car; unique 3 months' written guarantee; always 200 cars under £400 to choose from.

RAYMOND WAY, Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044, connecting all branches and departments (Kilburn Park Station, Bakerloo line, 150 yards). [1996

PERRY'S OF HARROW

HAVE an excellent selection of post-war 10hp saloons available.

'PHONE Harrow 1031 for details.

W. HAROLD PERRY, Ltd., Station Bridge, Wealdstone, Harrow, Middlesex. [0100

BOON & PORTER, Ltd.,

1950 Ford Prefect saloon, black with green upholstery, mileage 5,000, positively unmarked; £895.—Castelnau, S.W.13 (by Hammersmith Bridge), Riverside 4444. [1232

H. A. SAUNDERS, Ltd., offer:—

1950 Ford Prefect saloon, beige, brown upholstery, 90 miles; £965.

836/842, High Rd., N.12. Hillside 0024. [2142

W. J. BROWN, Ltd., Used Ford Specialists.

1950 (Nov.) Ford Prefect saloon, black, brown leather upholstery, 7,800 miles; £835.

1949 (Nov.) Ford Prefect saloon, beige, fawn upholstery, 11,000 miles; £785.

1947 (May) Ford Prefect saloon, black, brown leather upholstery; £625.

W. J. BROWN, Ltd., Ford Main Dealers.

339, Finchley Rd., N.W.3. Hampstead 4414. [9855

DAGENHAM MOTORS, Ltd., Ford Main Dealers.

1950 Ford Prefect saloon, green, hide, 4,000 miles, and many others to select from.

56, Park Lane, W.1 (Regent 4866), and 374, Ealing Rd., Alperton, Middx (Perivale 3386); 8 and 12, Sangley Rd., Catford, S.E.6 (Hither Green 4821). [1547

1947 Ford Prefect saloon, 25,000 miles, black, grey interior, excellent condition; £585.

TICKFORD, Ltd., 8, Upper St. Martin's Lane, W.C.2. Temple Bar 3338. [1894

1949 Prefect saloon, spotless; £845.—Mitchell, 1 Fulham High Rd., S.W.12. Balham 2234.

1950 (Nov., 1949) Prefect, black, carefully used and serviced; £750.—Campbell Symonds, Wembley 6262. [7155

1949 Prefect, pale green, 13,000 miles, genuinely first-class condition; £750.—Tel. Hampstead 5974. [1918

1950 model Ford Prefect, black, 12,000 miles only, immaculate; £825.—Hendon Central Garage, Hendon 1423. [1995

£365.—Ford Prefect 1939 d/h coupe, excellent mechanical order, cellulose, hood, etc.; many others.

BENMOTORS, 1, Clarendon Rd., Holland Park, London, W.11. Park 5066-7. Open Mon. to Sat. 9-6. (50yds. Holland Park Tube.) [1905

1948 Ford Prefect saloon, beige with red leather upholstery, 19,000 miles, 3 months' written guarantee; £695.

C. & W. MOTORS, Ltd., Queen's Head Garage, East End Rd., N.3. Finchley 6296-7. [6623

1950 Ford Prefect saloon, black leather, mileage 7,000.—H. C. Paul, Ltd., 32, Bruton Place, W.1. Mayfair 0821-2. [6524

1000 miles, 1950 Ford Prefect saloon.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3588. [1591

1947 Prefect, green, leather upholstery; £825.—Silverthorne Motors, Ltd., 1015, Finchley Rd., N.W.11. Meadway 2288. [9863

1940 Ford Prefect saloon, 2-door, with cloth upholstery, recelluloséd, interior as new, reconditioned engine just fitted; £450.—Below.

1948 Prefect saloon, black, leather upholstery, £750; 1950 Prefect saloon, black, leather, low mileage, £875.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gla. 2234. [1519

1949 Ford Prefect, black, cloth interior, taxed year, small mileage; £825.—Moreton Garages, 61, Albert Embankment, S.E.11. Reliance 4016. [8498

£325.—1939 Ford Prefect 4-door saloon, black, absolutely unrepeatable offer.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 0490. [2164

FORD (10 h.p.)

ARTHUR E. GOULD, Ltd., 290-292, Regent St., W.1, and 8-14, Meard St., Soho, W.1. Langham 1594-5.—1946-50 Ford Prefect saloons, low mileage, all guaranteed. [0579

PREFECT, Sept., 1946, black, red leather, mileage 24,000, carefully used, immaculate condition, one owner; private sale; £550.—J. W. Defraine, 167, Northwood Rd., Thornton Heath. [1077

1947 (March) Ford Prefect saloon, black, brown leather, exceptional condition; £565.—Vandervell's (Buyers of Good Used Cars), 215, Haverstock Hill, N.W.3. Primrose 4441. [4731

1948 (July) Ford Prefect de luxe saloon, black, with grey interior, fitted with special Bluemels spring steering wheel gear lever extension and oil air cleaner and silencer; engine just reconditioned, an extremely smart car; £750.

ROBBINS, 96-98, Upper Richmond Rd., East Putney, S.W.15. Tel. 4561. [9000

JACK ROSE, Ltd., offer 1949 Ford Prefect 4-door saloon, appearance absolutely as brand new, mileage 8,000; 100-mile demonstration willingly; accept £795.—Jack Rose, Ltd., Stafford Rd., Wallington, Surrey. Wallington 6677/8. [5457

695gns.—Ford Prefect, February 1948, 10hp 4-door saloon, black, one careful owner, exceptional condition, taxed; terms, exchanges, list; open 9—7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [1582

Ford Ten Cars Wanted

ROWLAND SMITH'S, the Ford 10 buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0835

MARSTON MOTOR Co., Ltd., for your Ford 10. Tel. Sta. 8000. Seven Sisters Rd., Tottenham, N.15.

CASH buyers of low mileage Ford 10s; distance no object.—Hattons, Lord St., Southport. Tel. 2268.

AS new, post-war Ford 10 required.—Fortune, 35, Cambridge Rd., E.11. Tulse Hill 2788 (day).

FORD (V.8)

W HAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444.

1950 Ford Pilot saloon, colour blue, with blue leather upholstery, 11,000 miles.

1950 Ford Pilot saloon, colour green, with beige leather upholstery, radio and heater, 12,000 miles.

ABOVE cars available for demonstration anywhere, any time. Hire purchase terms can be arranged.

W. HAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444. [9376

CAR MART, Ltd.

1950 Ford Pilot saloon, 5,000 miles; £1,115.—Car Mart, Ltd., 320, Euston Rd., N.W.1. Euston 1212. [1543

NEWNHAMS, Ltd.

1950 Ford Pilot saloon, black with beige, radio, 8,000 miles, exceptional condition.

NEWNHAM House, 235-7-9, Hammersmith Rd., London, W.6. Riverside 4646. [9411

B. J. HUNTER, Ltd., offer:—

1949 Ford Pilot saloon, leather upholstery, fitted radio and heater; £895.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 8808. [2095

PHILIP RICKARDS, Ltd., offer:—

1950 Ford Pilot, black/brown, 11,000 miles.—4, Brick St., Park Lane, London, W.1. Grosvenor 4772/3. [1976

WARWICK WRIGHT, Ltd., offer:—

1950 Ford Pilot saloon, green, brown leather, radio and heater, 3,000 miles.

1950 Ford Pilot saloon, black, brown leather, radio and heater, 11,000 miles.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [7449

H. A. SAUNDERS, Ltd., Radlett, Herts.

1950 Ford Pilot, 12,000 miles; £1,075.—Tel. Radlett 6167 and 5900. [9966

DAGENHAM MOTORS, Ltd., Ford Main Dealers.

1950 Ford Pilot saloon, blue, hide, radio, heater, 4,000 miles, and many others to select from.

56, Park Lane, W.1 (Regent 4866), and 374, Ealing Rd., Alperton, Middx (Perivale 3386); 8 and 12, Sangley Rd., Catford, S.E.6 (Hither Green 4821). [1546

GORDON CARS (LONDON), Ltd.—1950 Ford Pilot saloon; £1,075.

GORDON House, 373, Euston Rd., London, N.W.1. Euston 7611. [1381

1950 Ford Pilot, loose covers, radio, heater, exceptional; also 1949 ditto.

GUY ALFREDS & Co., Ltd., 6-7, Warren St., W.1. Euston 5268. [1507

1950 Ford Pilot, 8,000 miles, black/brown leather, spare unused.—Mac, Wallington 6397. [2166

PERFORMANCE CARS.—Good selection always available; written guarantee.—See under "Sports Cars."

1950 (Oct.) Ford Pilot, delivery mileage, blue leather, radio, heater.—Offers to Box 5665. [2023

7000 miles only, 1949 Ford Pilot saloon, radio and heater.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3588. [1592

MAYFAIR COUNTRY CARS.—Ford V.8 78A model roadster, excellent condition throughout, taxed; £365.—7, George Yard, Grosvenor Sq., W.1. Mayfair C131. [8137

1950 Ford Pilot saloon, radio, heater, beautiful condition, low mileage; £1,100.—Sidney Marcus, Ltd., 33, Sloane St., S.W.1. Tel. Sloane 3517/6970. [4562

1948 Ford V.8 saloon, black, beige upholstery, an excellent motor car in every way.—Beardmore Service, 26, Queensway, Bayswater, W.2. Bayswater 0136. [5737

FORD (V.8)

1950 (August) Ford V.8 Pilot, 18,000 miles, fitted with wireless and heater and new tyres, in first-class order throughout; £1,000.—Ceres, Boarshead, Crowborough. Tel. 830. [1633

£895.—Late 1949 V.8 Pilot, 15,000 miles, radio, heater, loose covers, rimbellishers, almost as new; terms; exchanges.—G. S. Hall, Ltd., 302, King St., W.6. Riverside 2081. [1342

1950 (October) Ford Pilot saloon, channel-green, beige leather upholstery, radio, heater, recorded mileage 6,200, many extras including loose covers; a truly unmarked and as new motor car.

DENHAM SERVICE STATION, Ltd., Denham, Bucks. Tel. Denham 2266. [9639

ROSE & YOUNG, Ltd., offer: 1950 Ford Pilot saloon, immaculate condition, low mileage, fitted radio; £1,095.—65-69, Sternhold Ave., Streatham Hill, S.W.2 (1 minute from Streatham Hill Station). Tulse Hill 6464. [2134

1938 Ford V.8 30hp 4/5-seater drop head coupe, most attractive car, mechanically perfect, nearly new tyres, chrome spot, wind tones; bargain, £395; terms.—Traynor Motors, East Ham. Grangewood 2530. [9716

£355.—1938 Ford V.8 30hp saloon, clean, attractive car, mechanically sound, new battery, nearly new tyres; also 1937 drop head coupe in splendid original condition, £395; terms.—Traynor Motors, East Ham. Grangewood 2530. [9715

1950 (Nov.) Ford Pilot saloon, blue with blue leather, heater, radio, Marchal head lamps, twin Notek pass lamps, one careful private owner, mileage 9,000 and in perfect condition; £1,200.—Abbott, 12, London Rd., Chelmsford. Tel. 4481 (day). [1144

1950 (Aug.) Ford Pilot saloon, mileage guaranteed at 14,800, one owner, finished attractive pale green with brown leather upholstery, built-in radio, heater, spare unused, two wing mirrors, taxed December; the whole car in immaculate condition; trade enquiries welcomed; price £1,145.

MOTOURISTS (LONDON), Ltd., Great North Rd., E. Finchley Station N.2. Tudor 2301-3. [6357

CAMDEN MOTORS.—Ford V.8 Custom 6-seater drop head coupe (convertible) 1949 model, another immaculate example also equipped with overdrive and similar style bodywork to above, Salvador blue finish, upholstery trimmed with pale grey leather, all extras, appearance and mechanical order almost impossible to fault; £1,675.

CAMDEN MOTORS.—Ford Mercury right-hand drive saloon 1947, one of the few post-war r.h.d. Mercurys available, super modern 6-seater body styling, full chromed mouth organ front, all leather interior, heater and all usual extras, outstanding appearance and mechanical condition, new Whitewall tyres, £995. For pre-war V.8s post-war Pilots and all other Ford models see full page advert. in this issue.

CAMDEN MOTORS, Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines). Write for post-free catalogue, nearly 500 cars ready for inspection and purchase; hire purchase, part exchanges, free delivery anywhere in the United Kingdom; fares refunded to purchasers from any part of the country; showrooms open till 7 p.m. from Monday to Saturday. [1622

FORD V.8 Cars Wanted

AS new, post-war Ford V.8 required.—23, Broadwalk Court, W.8. Tulse Hill 1288 (day). [0892

ROWLAND SMITH'S, the Ford V.8 buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0836

ALMOST new Ford V.8 required; cash payment.—Morley, 54, Streatham Hill, S.W.2. Tulse Hill 4488. [0848

SIMPSON'S MOTORS (WEMBLEY), Ltd., urgently require all model Ford V.8s from 1937 onwards.—Wembley 8691-2. [0668

UTILITY—FORD OR OTHER BODIES

DICKS.

1937 Ford V.8 utility; choice of 30hp and 22hp from £300.

DICKS CAR SALES, Ltd., 395-401, High Rd., Kilburn. Maida Vale 6668-9. [1315

1939 Ford utility, rebuilt, as 1951; £495.

KING'S AUTOS, 725-727, High Rd., Seven Kings, Essex. Tel. Seven Kings 3526 and 3527. Open weekdays 9 a.m. to 7.30 p.m. [2110

1944 Ford 10 Utilecon; £395.—Jacquier, Ltd., 225-7, Hammersmith Rd., W.6. Riverside 6677-8. [7158

FORD Mercury utility (first reg. 1948), in excellent condition; £525.—Jacquier, Ltd., 225-7, Hammersmith Rd., W.6. Riverside 6677-8. [9794

225gns.—Ford V.8, July 1938, 30hp 81A 4-door 6-seater Utility, timber body, glass all round, drop tailboard, good condition; terms, exchanges, list; open 9—7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [1545

Ford Utility Cars Wanted

FORD 9, 10 and 30hp utilities wanted from 1936 onwards.

GEORGE NEWMAN & Co., 369, Euston Rd., London, N.W.1. Euston 4466. [0040

ROWLAND SMITH'S, the Ford utility buyers.—Hampstead High St. (Hampstead Tube). Hampstead 6041.

FORD MISCELLANEOUS

1949 Ford Prefect saloon, leather, one owner; £800.—Also

1947 Ford Prefect saloon; £625.—Also

1946 (Dec.) Ford 8 saloon, excellent mechanical condition, one owner since new; terms; exchanges; £525.—Also

1937 Ford V.8 30hp 7-seater utility; terms; exchanges; £475.

GEORGE NEWMAN & Co., 369, Euston Rd., N.W.1. Euston 4466. [1657

TANKARD & SMITH, Ltd., offer the choice of many Ford 8s and 10s from their vast stock of over 200 used cars, all subject to three months' written guarantee.—198, King's Rd., S.W.3. Tel. Flax. 4801-3. [0378

Ford Miscellaneous Cars Wanted

W HAROLD PERRY, Ltd., main Ford dealers.—Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444. [0683

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

Ford Miscellaneous Cars Wanted

R

S

ROWLAND SMITH'S, the Ford buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0938

FORDS wanted.—Smith's, 86, Chalk Farm Rd., N.W.1. Gul. 2767. [0823

Ford Spares and Service

NORMAND, Ltd.,

THE best service only, highly skilled mechanics with efficient supervision.

NORMAND, Ltd., 406-9, King St., W.6. Riv. 3665. [0225

F. H. PEACOCK, Ltd.

COMPREHENSIVE stock of spares for all Ford and Fordsons. Dagenham reconditioned engines, 8, 10, and 30hp always available from stock.

219—221, Balham High Rd., S.W.17. Tel. Balham 4401. Also at

FOORD Rd., Folkestone 51222. [0406

ALLAN TAYLOR (MOTORS), Ltd.,

HIGH St., Wandsworth, S.W.18.

MAIN Ford dealers.

LARGE stocks of genuine Ford parts.

VANDYKE 4433 (5 lines). [0314

FORD 8 popular front wings, £11 a pair, rears £6 a pair.—Brooks Cars, 94, Queens Rd., Brighton. [0453

FRANK G. GATES, Ltd., High Rd., Woodford Green (Tel. Wanstead 2233), main Ford dealers; service and all spares. [0093

ADLARDS MOTORS, Ltd., 43-45, Acre Lane, London, S.W.2 (Brixton 6431), main Ford dealers; service and all spares. [0110

MANUFACTURERS have for disposal 6 brand new Ford V.8 30hp engines complete with starter motor, dynamo, carburettor, etc.

FORD Mercury V.8, brand new, with dynamo and distributor and a number of Ford V.8 30hp industrial engines which have been overhauled; a limited number of the same engines are offered as runners.

A NEW Fordson 8 Major TVO industrial engine unit, complete with fuel tank, radiator, dynamo, starter, etc.

BRAND new spare parts, comprising fans, belts, dynamo, brush assemblies, harness wires, distributor caps, solenoids, manifolds, clutch plates, grease retainers, gaskets of all types, 10hp gear boxes, pressure plates, clutch discs, etc.—Write Box 4424. [9110

FRAZER NASH

£375 or near offer.—Type 45 15.7hp 37 drop head coupe, black, engine, chassis, bodywork in good condition, transmission recently overhauled; available for inspection in London.—Write Box R.908, Willings, 362, Gray's Inn Rd., London, W.C.1. [2013

Frazer Nash Cars Wanted

ROWLAND SMITH'S, the Frazer Nash buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041

FRAZER NASH-B.M.W.

COOMBS & SONS (GUILDFORD), Ltd., offer:—

1938 B.M.W. Model 326 saloon; £750.

COOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford. Guildford 62907-8-9. [1980

PERFORMANCE CARS, good selection always available, written guarantee. See under "Sports Cars."

BARTLETT.—Frazer Nash-B.M.W. 1939 327/55, also 327/80 coupe, 327/55 saloon and 326 cabriolet de luxe.—27A Pembridge Villas, W.11. [1243

595gns.—Frazer Nash-B.M.W., 1938, 2-litre Type 326 4-door sports saloon, gunmetal, grey leather, IFS, good tyres, very good condition; terms, exchanges, list, open 9—7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [1585

Frazer Nash-B.M.W. Cars Wanted

ROWLAND SMITH'S the Frazer Nash-B.M.W. buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.

BARTLETT, we are very interested buyers of all Frazer Nash-B.M.W. models.—27A Pembridge Villas, W.11. Bayswater 0523. [1241

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BROOKLANDS.

HEALEY distributors for London and Home Counties.

DEMONSTRATION, early delivery of latest models.

1951 Healey Tickford saloon, grey, speedometer reading 4,000.

1950 Healey Silverstone sports 2-str.

1949 Healey Elliott saloon, metallic grey.

BUY or sell your car at

103 New Bond St., London, W.1. Mayfair 8351/6. [9681

GUY SALMON AUTOMOBILES, Ltd., offer:—

1951 Healey Abbott drop head coupe, 8,000 miles, latest type twin speaker, H.M.V. radio, a faultless example, B.M.T.A. consent, subject to balance of covenant; £2,150.—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3. [8919

BARTLETT.—Healey 1950 late type Silverstone, 11,000 miles, one owner, exceptional value; Healey Duncan drop head coupe, £1,350.—27a, Pembridge Villas, W.11. [1244

HEALEY 1949 Sportsmobile, full 4-seater, drop head, 20,000 miles, chauffeur kept, mechanically flawless, bodywork recently overhauled, many modifications, new tyres, tubes, metallic grey, grey leather, beautiful condition, superb performance, £1,465; firm price; private sale.—Box 5966. [2024

Healey Cars Wanted

BARTLETT.—Healey saloon, drop head or tourer, urgently required.—27A, Pembridge Villas, W.11. Bayswater 0523. [1242

HILLMAN 10

DICKS.

1947 Hillman Minx saloon, one country owner, super condition; £725.—Below.

1946 Hillman Minx saloon, engine overhauled; £625.—Below.

DICKS CAR SALES, Ltd., 385-401 High Rd., Kilburn. Maida Vale 6888-9. [5610

CAR MART, Ltd.

1950 Hillman Minx Phase IV saloon, radio, 4,000 miles; £1,135.

1948 Hillman Minx Phase II drop head coupe, 12,000 miles; £850.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 3434. [1540

RAYMOND WAY.

RAYMOND WAY, of Kilburn.

RAYMOND WAY, The Hire-Purchase Specialists.

1940 Hillman 10hp 4-seater tourer, specially designed bodywork, full all weather equipment, excellent mechanical order; 349gns.

HIRE purchase terms on the spot with no references, no formalities or guarantors, top price in part exchange on your present motor cycle or car; unique 3 months' written guarantee; always 200 cars under £400 to choose from.

RAYMOND WAY, Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 connecting all branches and departments (Kilburn Park Station, Bakerloo line, 150 yards). [1995

CYRIL SHEPPARD offers:—

1950 (October) Hillman Minx Mk. IV convertible, 11,000 miles, beige and red, spotless; £1,075.—102, Kings Rd., Reading 2712 [9832

WELL HALL ROAD GARAGE.

1946 (May) Hillman Minx, black, one owner, 29,000 miles, lovely condition throughout; bargain at £585.

WELL HALL ROAD GARAGE, Well Hall Rd., Eltham, S.E.9. Eltham 3834. [1754

H. A. SAUNDERS, Ltd., offer:—

1950 Hillman Minx convertible coupe, black, red interior, 12,000 miles; £995.

836 842, High Rd., N.12. Hillside 0024. [2140

WARWICK WRIGHT, Ltd., offer:—

1950 Hillman Minx Mark IV saloon, black, red leather, 6,000 miles.

1950 Hillman Minx Mark IV saloon, dove grey, red leather, radio and heater, 9,000 miles.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [8740

WADDINGTON MOTORS, Ltd., offer:—

1940 Hillman Minx saloon, taxed; bargain, £450.—Fortune Green Rd., N.W.6. Hem. 2211.

H. A. SAUNDERS, Ltd., Radlett, Herts.

1950 Hillman Minx, mileage 20,000; £975.—Tel. Radlett 6167 and 5849. [2520

C.M.I. CAR SALES (Pri. 6623), offer:—

1946 Hillman Minx 4-door saloon, black, as new condition.—Swiss Cottage, Finchley Rd., N.W.3. [1976

SELSDON ROAD GARAGE, CROYDON, offer:—

1948 (Sept.) Hillman Minx drop head coupe in black with fawn hood and brown hide upholstery; speedo. reading 23,000 immaculate car; £725.

54, Selsdon Road, S. Croydon, Surrey. Cro. 5470. [9347

GORDON CARS (LONDON), Ltd., 1950 Hillman P.III convertible saloon, £995.

GORDON CARS (LONDON), Ltd., 1949 Hillman P.IV saloon; £950.

GORDON House, 373, Euston Rd., London, N.W.1. Euston 6611. [1382

1948 Hillman Minx saloon, Phase II, 19,000 miles, unmarked; £865

1949 Phase III Hillman Minx saloon, immaculate condition, £895

1950 Phase IV Hillman Minx saloon, 11,000 miles, colour beige, red leather; £985.—R. S. Mead (Sales) Ltd., Queen St., Maidenhead. Tel. Maidenhead 1271/2. [8023

£425 Hillman 10 d/h coupe in exceptional condition throughout, new hood; many others.

BENMOTORS, 1, Clarendon Rd., Holland Park, London, W.11. Park 5066-7. Open Mon. to Sat. 9-6 (50 yds. Holland Park Tube). [1902

1934 Hillman 10 saloon; bargain, £175.—Barnes, 315, Finchley Rd., N.W.3. Hampstead 2221, Mai. 1627. [8094

1949 Hillman Minx Phase III saloon, green, first-class condition throughout, bodywork and tyres; £950.

1939 Hillman Minx saloon, black, bodywork in first-class condition, reconditioned engine recently fitted; £450.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gla. 2234. [1522

179gns.—Hillman Aero Minx foursome coupe, fine condition.—Autosnips, 5, Balham High Rd., Balham 1509. [2170

1947 Hillman Minx saloon, good condition; £645.—Chesterfield Gardens Garage, Mayfair 6702, London. [1922

1950 Hillman Minx, 55,000 miles, grey; £1,025.—C. A. Peto, Ltd., 42, North Audley St., W.1. Mayfair 3051 [2124

1947 Hillman Minx, perfect condition; one owner.—Herbert & Mills, Ltd., 75, Gt. Portland St., W.1. Langham 3506-7. [9402

1939 Hillman Minx saloon, guaranteed; £345; payments.—Oldfield, 386, Kensington High St., W.14. Western 6631. [2107

£265—1936 Hillman Minx saloon, blue, excellent runner, bargain.—The Haverstock Garage, Haverstock Hill, N.W.11. Tel. Gulliver 2422. [2193

HILLMAN 10

PHASE 4 Hillman Minx saloon, 11,000 miles, exceptional condition; £945.—John Gray, 20, Hermitage Lane, N.W.2. Speedwell 1242. [9739

200 miles.—1950 Hillman Minx Ph. IV saloon.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3588. [1397

1949 Hillman Minx saloon, black, one owner, immaculate condition; £845.—Broadway Motors, 67, High St., Hounslow. Tel. 0175. [1925

1950 Hillman Minx convertible, under 1,000 miles.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3588. [1398

1949 Hillman Minx, in excellent condition throughout, fitted radio; inspection invited. Tel. Hop 1731 between 9 and 5; £925 [9285

1948 Hillman Phase II saloon, in good condition; £700.—Crown Garage, Albany St. (adj. Barracks), N.W.1. Tel. Euston 6507 and 1520. [9377

1948 Hillman Minx de luxe saloon, one owner, fitted heater, almost new condition, £755.—King's Motors, 1, High St., Hounslow. Tel. 3532. [1320

1945 Hillman Minx, recently renovated and in faultless order; £525.—Bruce France, 8a, Cromwell Mews, South Kensington. Fla. 0513. [1825

1934 Hillman Minx 4-door saloon, grand little car; £145.—8, Cranley Mews, S.W.7 (2 minutes South Kensington Underground). Kensington 8698. [4539

1947 Hillman 10 drop head coupe, grey, in very good condition throughout; any trial; £650.—Wembley Court Motors, High Rd., Wembley. Arnold 5221-2 [6091

1950 (May) Mark IV Hillman Minx saloon, green with red leather, one owner and only 14,000 miles, fitted heater, Fram filter, loose covers and fog lamp; £990.

BREW BROTHERS, Ltd., 133, Old Brompton Rd., S.W.7. Ken. 2468. [1776

£740—Hillman Minx drop head coupe, Sept. 1948, Phase II, black, loose covers, 23,000 miles; condition first class.—Totteys Garage, West Kirby. Tel. Hoylake 242. [1697

1948 Hillman Minx Phase II saloon, grey, one owner, 20,000 miles, £795.—Vandervell's (Buyers of Good Cars), 215, Haverstock Hill, N.W.3. Primrose 4441. [864

1950 (Nov.) Hillman Minx drop head coupe, 1,200 miles, green, virtually a new car, £1,195.—Bells Service Garages, 144, London Rd., Kingston-on-Thames. Kingston 1185. [2091

695gns.—Hillman Minx 1948 Series 10hp Phase II foursome drop head coupe, black, fawn leather, heater, one owner, excellent condition, taxed; terms, exchanges.—Rowland Smith, below.

595gns.—Hillman Minx, Sept. 1946, 10hp de luxe 4-door saloon, steel grey, sliding head, loose covers, one owner, excellent condition, year's tax; terms, exchanges.—Rowland Smith, below.

425gns.—Hillman Minx 1939 10hp de luxe 4-door saloon, black, sliding head, red leather, good tyres, excellent condition, taxed; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [1579

1947 Hillman Minx 4-door de luxe saloon, engine reconditioned, bargain; £685; terms and exchanges.—Moreton Garage, 32b, Church St., Kensington, W.8. Tel. Western 5720. [8497

TANKARD & SMITH, Ltd., offer 1939 Hillman Minx in black with brown upholstery, good running order and clean coachwork; £365, three months' written guarantee; also 200 guaranteed used cars of all makes.—Below.

TANKARD & SMITH, Ltd., offer 1940 Hillman Minx saloon, in black with red leather, coachwork, interior and chromium in above average condition, good mechanical order; £475, three months' written guarantee; also 200 guaranteed used cars of all makes.—Below.

TANKARD & SMITH, Ltd., offer 1947 Hillman Minx d/h foursome coupe, in attractive fawn with leather to match, engine recently reconditioned, whole car in first-class order; £685, three months' written guarantee; also 200 guaranteed used cars of all makes.—Below.

TANKARD & SMITH, Ltd., offer 1947 Hillman Minx saloon, in black with brown leather, moderate mileage only, beautiful condition; £675, three months' written guarantee; also 200 guaranted used cars of all makes.—Below.

TANKARD & SMITH, Ltd., offer 1948 Hillman Minx Phase II d/h foursome coupe, in grey with matching leather upholstery and hood, immaculate condition throughout; £805, three months' written guarantee; also 200 guaranteed used cars of all makes.—Below.

TANKARD & SMITH, Ltd., offer 1949 Hillman Minx Phase III saloon in opelescent green with red leather, moderate mileage only, one owner since new, very attractive car; £875, three months' written guarantee; also 200 guaranteed used cars of all makes.

TANKARD & SMITH, Ltd., 198 Kings Rd., S.W.3. Tel. Flaxman 4801-3. [1892

1942 Hillman Minx 10hp de luxe saloon, leather, metallic green, excellent condition throughout; 3 months' written guarantee; terms, exchanges; £445.—C.N.K. Motors, 353, Finchley Rd., N.W.3. Hampstead 8532. [2112

CAMDEN MOTORS.—Hillman 10hp Minx saloon 1939 full de luxe model, with built-in rear boot, sun roof and real leather interior, very recent £70 overhaul to engine, gear box and back axle (bills available), specially recommended; £395.

CAMDEN MOTORS.—Hillman 10hp drop head foursome coupe late 1938, dark blue/blue leather, very smart, just fitted new hood and tyres, lively little engine, economical but fast; £385.

CAMDEN MOTORS.—Hillman 10hp drop head foursome coupe 1947, dove grey, with grey upholstery, fitted heater, passlights, tailored seat covers, one owner only since new, sparkling condition, moderate mileage, £695.

CAMDEN MOTORS.—Hillman Phase II Minx saloon late 1948, in grey, an immaculate example, coachwork and interior virtually unmarked, 16,000 very careful miles, heater, seat covers, etc.; £795.

CAMDEN MOTORS, Ltd., Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines). Write for post free catalogue of nearly 500 cars ready for inspection and purchase; hire purchase facilities, part exchanges; free delivery anywhere in the United Kingdom; fares refunded to purchasers from any part of the country; showrooms open till 7 p.m. [1615

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

HILLMAN 19

1949 (Feb.) Hillman Minx Ph. III saloon, finished attractive pale green, grey cloth, leather trim; mileage 19,000, one private owner, fitted twin Lucas defrosters, spotlamp, tyres good all round, excellent mechanical order; really immaculate throughout; trade enquiries welcomed; price £875.—MOTOURISTS (LONDON), Ltd., Great North Rd., N. E. Finchley Station, N.2. Tudor 2301-2. [5729

NAYLOR & ROOT, Ltd.—1950 Hillman Mark IV saloon suede green, 6,000 miles only, unblemished condition throughout; £1,045; six months' guarantee; choice of 100 quality cars; demonstration free within 100 miles; terms available.—25, East Hill, Clapham Junction, S.W.18. Batt. 5272. Open 9–6 each week-day including Saturday.

HILLMAN Minx Phase IV drop head coupe, first registered October, 1950, carefully driven and maintained by one fastidious owner for 5,000 miles only; absolutely immaculate and without blemish, very smartly finished in green with brown interior and fitted with all latest modifications; exchanges and hire purchase welcomed.—Cox's Motors Ltd., Conduit St., Leicester. Tel. 62519. [9486

HILLMAN MISCELLANEOUS

HILLMAN 1933, good engine, fair general condition; nearest £150.—Box 5964. [2020

TANKARD & SMITH, Ltd., offer the choice of many Hillman Minx and 14hp saloons from their vast stock of over 200 used cars; all subject to 3 months' written guarantee.—198, King's Rd., S.W.3. Tel. Flax. 4801-3.

Hillman Cars Wanted

ROWLAND SMITH'S, the Hillman buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.

ROOTES, Ltd.,
DISTRIBUTORS,
REQUIRE modern low-mileage Hillman cars.
BIRMINGHAM.—Low Temple St. (Central 6411).
MANCHESTER.—129, Deansgate. (Blackfriars 6677.)
MAIDSTONE.—(Maidstone 3333.)
CANTERBURY.—(Canterbury 3252.)
ROCHESTER.—(Chatham 2231.)
WROTHAM Heath.—(Borough Green 4.)
ROOTES, Ltd., Devonshire House, Piccadilly, W.1. Tel. Grosvenor 3401. [0108

A S new, post-war Hillman required.—50, Rycroft Rd., S.W.16. Tulse Hill 2768 (day).

CASH immediately for good Hillman.—H. P. Edwards, 154, Gt. Titchfield St., W.1. Langham 6012. [1836

CASH buyers of low mileage Hillman Minxes, distance no object.—Hatton's, Lord St., Southport. Tel. 2368. [0792

ALBONS, of Barking, purchase for cash post-war A Hillman cars.—102-7, Longbridge Rd., Barking. Tel. Rippleway 1285. [0438

BIRMINGHAM and Midlands.—Low-mileage Hillman modern cars required by George Heath, Ltd., 180, 184, Newhall St., Birmingham, and Lower Temple St., Birmingham, 3. [0080

NOTTINGHAMSHIRE distributors, Humber Hillman, always prepared to purchase first-class condition recent models, Hillman saloons and coupes.—R. Crippin & Co., Ltd., Parliament St., Nottingham. Tel. 46361. [0552

Hillman Spares and Service

NORMAND, Ltd.,
THE best service only, highly skilled mechanics with efficient supervision.
NORMAND, Ltd., 405-9, King St., W.6. Riv. 3665. [0224

LONDON & COUNTIES MOTOR MART, Ltd.
HILLMAN repair specialist (30 years), well-equipped works, servicing, reboring and complete overhauls, spare parts stocked.—79-91, Kings Rd., Fulham, S.W.6. Renown 1185. [0676

CARRIS MOTORS for Hillman spares and service.—Lewisham Bridge, S.E.13. Lee Green 5585. [0720

Hispano-Suiza Spares and Service

HISPANO spares and all repairs.—O. Briand, 47, Tamworth Rd., Croydon. Cro. 1742. [9017

HOTCHKISS

HAROLD RADFORD & Co., Ltd.
SOLE concessionaires
SALES and Service.
HAROLD RADFORD & Co., Ltd., Melton Court, South Kensington, S.W.7. Tel. Kensington 6642 (5 lines). [9569

CHIPSTEAD MOTORS, Ltd.—See our advert. under "Sports Cars." [9334

1937 Hotchkiss Paris Nice 4/5-seater fixed head coupe, large swept boot, new upholstery, carpets, chrome and recelluloised blue; £675.—Potter & Richards, Kensington 6955; or write Richards, 62, Princes Gate Mews, S.W.7. [2075

Hotchkiss Spares and Service

HOTCHKISS spares and service.—Harold Radford & Co., Ltd., sole concessionaires for Great Britain and Northern Ireland. Spare parts and service for Hotchkiss cars available at Melton Court, South Kensington. Tel. Kensington 6642 (5 lines). [0513

H.R.G.

HAROLD RADFORD & Co., Ltd.
SOLE distributors for London and Home Counties, offer:
NEW and unused H.R.G. cars available for early delivery.
HAROLD RADFORD & Co., Ltd. Melton Court, South Kensington, S.W.7. Tel. Kensington 6642 (5 lines). [8357

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CHARLES FOLLETT, Ltd., have a large stock of spares.
SHOWROOMS: 18, Berkeley St., W.1. May 6266
SPARE parts.
SERVICE: Barnsdale Yard, off Elgin Ave., W.9. Tel. Cunningham 5936-7-8. [0594

HUDSON

HAROLD RADFORD & Co., Ltd.

1949 (Feb.) Hudson Commodore saloon, colour two-toned grey, speedometer reading 16,501 miles, just passed by Hudson Motors, fitted with radio and heater, left-hand drive, in excellent condition.—HAROLD RADFORD & Co., Ltd., Melton Court, South Kensington, S.W.7. Tel. Kensington 6642 (5 lines). [9356

£475—1938 Hudson 22hp special saloon, fitted beautiful loose covers, spotless bodywork, excellent chassis, really genuine condition motor car; 3 months' guarantee; hire purchase, exchanges.—LAMBS OF WOOD GREEN, Finchley Showrooms, 431, High Rd., Finchley, N.12. Fin. 6221. [1026

Hudson Cars Wanted

SIMPSON'S MOTORS (WEMBLEY), Ltd.
THE American Car Specialists, urgently require all models Hudson. Wembley 6691/2. [0961

SIMPSON'S MOTORS (WEMBLEY), Ltd.,
THE American Car Specialists,
URGENTLY require all models Hudson. Tel. Wembley 6691/2. [0965

Hudson Spares and Service

SPIKINS (TWICKENHAM), Ltd., the Hudson distributors, for Hudson reconditioned engines; spares and service; quote chassis number.—83-101, Heath Rd., Twickenham. Tel. Popesgrove 1035-6-7. Telegrams: Spikins, Twickenham. [0566

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1949 Humber Super Snipe, as new.

103 New Bond St., London, W.1. Mayfair 8351/6. [4554

CAR MART, Ltd.

1949 Humber Hawk saloon, radio, heater, 7,000 miles; £1,425.

1949 Humber Super Snipe saloon, heater, 12,000 miles; £1,350.—Car Mart, Ltd., 320, Euston Rd., N.W.1. Euston 1212. [1541

NEWNHAMS, Ltd.

1949 (Oct.) Humber Hawk saloon, bronze with red upholstery, low mileage, exceptional condition.

NEWNHAM House, 235-7-9, Hammersmith Rd., London, W.6. Riverside 4646. [5022

B. J. HUNTER Ltd., offer:—

1950 Humber Hawk 14hp saloon, really superior order; £1,195.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6305 [8674

H. A. SAUNDERS, Ltd., offer:—

1950 Humber Hawk saloon, large engine model, black, red upholstery, heater, etc., 9,000 miles; £1,445.

836—842, High Rd., N.12. Hillside 0024. [2141

1949 Humber Super Snipe, black.

GUY ALFREDS & Co., Ltd., 6-7, Warren St., W.1. Euston 3266 [9074

COOMBS & SONS (GUILDFORD), Ltd., offer:—

1950 Humber Hawk, black and brown, radio, etc., 14,000 miles; £1,495.

COOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford. Guildford 62607-8-9. [1986

HUMBER

WARWICK WRIGHT, Ltd., offer:—

1950 Humber Super Snipe 27hp saloon, black, brown leather, heater, 9,000 miles.

1950 Humber Hawk 16hp saloon, black, red leather, radio and heater, 6,000 miles.

1950 Humber Hawk 14hp saloon, satin bronze, red leather, radio and heater, 7,000 miles.

1950 Humber Hawk 14hp saloon, bronze, red leather, 1,700 miles.

1950 Humber Super Snipe Mark III saloon, black, brown leather, radio and heater, 11,000 miles.

1950 Humber Hawk 16hp saloon, bronze, red leather, heater, 6,000 miles.

1950 Humber Imperial 27hp saloon, black, beige leather, radio and heater, 9,000 miles.

1949 Humber Pullman limousine, black, leather and cloth upholstery, radio and heater, 11,000 miles.

WARWICK WRIGHT, Ltd., 180, New Bond St., W.1. Mayfair 9761.

GUY SALMON AUTOMOBILES, Ltd., offer:—

1951 model Humber Super Snipe, 3,000 miles, as absolutely new car; £1,950.—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3. [9665

1950 Humber Hawk saloon.—Greenways, Lockerley, nr. Romsey, Hants. [3005

GORDON CARS (LONDON), Ltd., 1950 Humber Super Snipe touring limousine; £1,675.

GORDON CARS (LONDON), Ltd., 1950 Humber Hawk 16hp saloon; £1,450.

GORDON CARS (LONDON), Ltd., 1950 Humber Hawk 14hp saloon; £1,375.

GORDON CARS (LONDON), Ltd., 1949 Humber Super Snipe saloon; £1,295.

GORDON House, 375, Euston Rd., London, N.W.1. Euston 6611. [1585

1950 Humber Super Snipe Tickford drop head coupe, green, radio, heater, 17,000 miles.

TICKFORD, Ltd., 8, Upper St. Martin's Lane, W.C.2. Temple Bar 5358. [1694

1951 (Nov., '50) Humber Snipe, 3,000 miles.—Ernest Sutton, Tel. Rogate 4 (trade only). [2115

1949 Humber Super Snipe saloon, black; £1,325.—C. A. Peto, Ltd., 42, North Audley St., W.1. May. 5081. [7718

1947 Humber Hawk saloon, black with fawn upholstery, fitted radio, low mileage, in beautiful condition; £975.

JOHN CAMPBELL MOTORS, 415, Holloway Rd., N.7. North 4441. [2311

1949 Humber Super Snipe, black, brown leather upholstery, heater, 24,000 miles, in perfect condition.—Box 5898. [1705

HUMBER Hawk (Sept. 1946), grey, low mileage, excellent condition; £800, or nearest offer; inspection N.W.5 or E.C.1.—Box 5936. [1354

HUMBER 21hp saloon, black, in exceptionally good condition; £595.—Herbert & Mills, Church Rd., Ashford, Middx. Tel. 2960. [2565

1800 miles.—1950 Humber Hawk Mark IV saloon.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3588. [1403

HUMBER Hawk 1946, as new, only 6,000 miles, one owner; price £1,275; seen at any time.—F. Rodwell, Tring Hill, Tring, Herts. Tel. Tring 2353. [2051

1948 Humber Hawk saloon, black, excellent condition; £850.—Park Garage (Molesey), Ltd., Hampton Court Way, Molesey. Tel. 4371. [9950

1951 model Humber Super Snipe saloon, 14,000 miles.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3588. [1595

£850—Super Snipe, 1947, excellent condition.—Potter & Richards, Kensington 6955, or write Richards, 62, Princes Gate Mews, S.W.7. [8925

1949 Humber Super Snipe saloon, black, 17,000 miles, as new; £1,195.—Silverthorne Motors, Ltd., 1013, Finchley Rd., N.W.11. Meadway 2268. [2146

1949 Humber Hawk saloon, black with brown leather, carefully maintained; £1,150.—Braistone, Ltd., 40, Berkeley St., W. Mayfair 4404. [1247

1950 Humber Hawk saloon, 11,000 miles, bronze, red leather, radio, immaculate; £1,250.—John Gray, 20, Hermitage Lane, N.W.2. Speedwell 1242. [9715

1951 model Humber Super Snipe saloon, black, total mileage under 1,000, genuine reason for sale; £1,650.—G. E. Harper, London Rd., Stevenage. Tel. 700. [2054

1950 Humber Imperial 7-seater, 10,000 miles, black with brown interior; £1,795.—Bells Service Garages, 144, London Rd., Kingston-on-Thames. Kingston 1185. [2089

1950 (1951 features) Humber Super Snipe saloon, 5,000 miles, black, beige interior.—Lamb's, Ltd., Standard House, Southend Rd., Woodford, Essex. Wan. 0123 (6 lines). [1867

550 gns.—1940 (reg. 1944) Humber 16.9hp 4-door de luxe saloon, recond. engine, 6,000 on top; £195 deposit.—George Clarke (Motors), Ltd., 275, Brixton Hill, S.W.2. Tulse Hill 5211. [1567

1950 (May) Humber Hawk, bronze, red leather, heater, 11,000 miles only, unmarked; £1,295.—Bells Service Garages, 144, London Rd., Kingston-on-Thames. Kingston 1185. [2088

1949 (Oct.) Humber Super Snipe, black indistinguishable from new; exchanges, terms.—Swanmore Garage, 1176-1180, Christchurch Rd., Boscombe. Tel. Southbourne 1022. [2056

1950 (May) Humber Hawk de luxe saloon, in green with brown leather, fitted H.M.V. radio and heater, rimbellishers, one owner, guaranteed 13,000 miles, as new; £1,250.—Gibbons Sports Cars (Church), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1681. [2152

NAYLOR & ROOT, Ltd.—1950 Humber Super Snipe saloon, black, brown hide, 14,000 miles, very attractive; £1,350; six months' guarantee; choice of 100 quality cars; demonstration free within 100 miles; terms available.—25, East Hill, Clapham Junction, S.W.18. Batt. 5272. Open 9–6 each week-day including Saturday. [1709

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

HUMBER

CAMDEN MOTORS.—Humber 18hp Snipe saloon de luxe, 1946, late registration, completely unblemished metallic grey finish with grey leather interior, fitted dual pass lights, etc.; very carefully owned and maintained: £795.

CAMDEN MOTORS.—Humber Super Snipe saloon de luxe, 1947, black with brown leather interior, one careful owner only, regularly serviced by distributors, most attractively priced: £895.

CAMDEN MOTORS.—Humber Super Snipe saloon de luxe, 1949, unblemished black coachwork with brown hide interior, nominal mileage only, outstanding condition: £1,195.

CAMDEN MOTORS.—Humber 27hp Pullman seven-passenger limousine, 1938, widest face forward occasionals, winging division, excellent black coachwork, late property of business executive, taxed privately, most carefully and scrupulously chauffeur maintained and driven: £595.

CAMDEN MOTORS, Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines). Write for post-free catalogue; nearly 500 cars ready for inspection and purchase; hire purchase facilities, part exchanges, free delivery anywhere in the United Kingdom; fares refunded to purchasers from any part of the country; showrooms open till 7 p.m. from Monday to Saturday. [2221

1949 Humber Pullman limousine, first registered 8/8/1949, face-forward occasional seats, finished black exterior and upholstered in brown hide to interior throughout, mileage approximately 12,000, chauffeur driven, an immaculate car, open to any inspection and trial.

ARTHUR MULLINER, Ltd., Bridge St., Northampton. Tel. 907. [1939

1951 Series Humber Super Snipe saloon; this car, literally indistinguishable from new, is finished in black with fawn leather, loose covers, 8,001 miles only, has had only one ownership; opportunity to acquire car in almost new condition for immediate delivery; written guarantee; terms, exchanges.—H. F. Edwards, 28, Upper High St., Epsom 9400. [1850

1949 Humber Pullman limousine, black, with black leather in front and Bedford cloth to rear, H.M.V. radio and heaters, guaranteed mileage 6,812, first regd. 25/5/49, indistinguishable from new; new price £2,520; accept £1,850; we are prepared to consider any pre-war or post war car in part exchange and make a very generous allowance.—Herbert Robinson, Ltd., Cambridge. Tel. 4461. [1726

ALPE & SAUNDERS Limousines 1946/1947, partition, widest occasionals, black, privately owned, carefully maintained, reasonable cost.

6000 miles only, limousine, 1948 delivery, partition, black, delightful condition, original owner.

1949 limousine, Phase-II, 17,000 miles, black, original owner, excellent throughout, reasonable cost. Seen:—

ALPE & SAUNDERS (100-Limousines), Providence Court, North Audley St., Mayfair-2941. [1483

Humber Cars Wanted

R

ROOTES, Ltd.,

DISTRIBUTORS,

REQUIRE modern low-mileage Humber cars.

BIRMINGHAM.—Lower Temple St. (Central 8411).

MANCHESTER.—129, Deansgate (Blackfriars 6677).

MAIDSTONE.—(Maidstone 3333.)

CANTERBURY.—(Canterbury 3232.)

ROCHESTER.—(Chatham 2231.)

WROTHAM Heath.—(Borough Green 4.)

ROOTES, Ltd., Devonshire House, Piccadilly, W.1. Tel. Grosvenor 3401. [0106

R

ROWLAND SMITH'S, the Humber buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.

AS new, post-war Humber required.—Fortune, 33, Cambridge Rd. E.11. Tulse Hill 1288 (day). [0750

ALMOST new Humber required; cash payment.—Morley, 54, Streatham Hill, S.W.2. Tulse Hill 4488. [0842

CASH buyers of low mileage Humber Hawks, distance no object.—Hattons, Lord St., Southport. Tel. 2268. [0793

BIRMINGHAM and Midlands.—Low mileage Humber modern cars required by George Heath, Ltd., 180-184, Newhall St., Birmingham, and Lower Temple St., Birmingham, 2. [0086

CRIPPS, of Nottingham, urgently require all types of Humber cars, recent models, send full particulars.—R. Cripps & Co. Ltd., The Humber Distributors, Parliament St., Nottingham. Tel. 46381. [0553

Humber Spares and Service

NORTH and Central London.

CATTERMOLES (GARAGES), Ltd., for Humber spares, sales and service.—79-89, Pentonville Rd., N.1. Terminus 1001-7. [0363

DE NORMANVILLE gearboxes.—H. & A. Engineering, 35, Grant Rd., Addiscombe 2931. [0780

THE Humber Specialists for all spares.—Ring Uplands 3637. See advt. under Part & Accessories.

JAGUAR

WEMBLEY COURT MOTORS offer:—

1950 Jaguar 3½-litre Mk. V saloon, black, fitted H.M.V. radio, low mileage, immaculate condition; bargain, £1,825.

1946 Jaguar 3½-litre saloon, just recellulosed completely silver gun metal, in very good condition all round; £850.

1948 Jaguar 3½-litre saloon, silver gun metal, fitted H.M.V. push-button radio and Ace wheel discs, a very nice car; £1,125.—Wembley Court Motors, High Rd., Wembley. Arnold 5221-2. [1044

JAGUAR

H

HENLYS, Ltd.,

ENGLAND'S Largest Jaguar Distributors.

SELECTION of all models at attractive prices.

DEVONSHIRE House, Piccadilly, W.1. (Grosvenor 2287).

HENLY House, 385, Euston Rd., N.W.1. (Euston 4444.)

DEPOTS at:—

MANCHESTER (Blackfriars 7843).

BRISTOL (Bristol 21326).

BOURNEMOUTH (Bournemouth 6314).

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CAMBERLEY (Camberley 77).

STREATHAM (Streatham 7751).

HOUNSLOW (Hounslow 3454).

FINCHLEY (Finchley 0081).

GREAT West Rd. (Ealing 3477). Official Jaguar Service Station.

CAMDEN TOWN SERVICE STATION (Gulliver 4141).

HENLYS, Ltd., England's Leading Motor Agents. [0027

S. MORRIS & Co.

29-31, Edgware Rd., London, W.2. Tel. Pad. 3075-6, offer:—

1949 Jaguar Mk. V (reg. Dec.) 3½-litre saloon, black, beige leather, one owner; £1,595. [7444

CARR BROS. offer:—

1939 Jaguar, 1½-litre, mechanically perfect throughout, black cellulose, beige leather, excellent appearance; £550.

CARR BROTHERS, The Soho Garage, Soho Square, W.1. Ger. 6678/9. [2048

CYRIL SHEPPARD offers:—

1949 Jaguar 3½-litre, 14,000 miles, black, red leather, spotless throughout; £1,650.—102, King's Rd., Reading 2712. [2054

B. J. HUNTER, Ltd., offer:—

1948 Jaguar 1½-litre saloon, special equipment model; £985.—Below.

1939 Jaguar 1½-litre sports saloon, immaculate condition, £525.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [9714

D. J. SHEPHERD & Co. (ENFIELD), Ltd.

1950 3½-litre Mark V Jaguar, colour grey, blue leather interior, small mileage, showroom condition; £2,175.—D. J. Shepherd & Co. (Enfield), Ltd., 435 Hertford Rd., Enfield. Howard 1631. [5041

GUY SALMON AUTOMOBILES, Ltd., offer:—

1947 Jaguar 3½-litre saloon, excellent condition; £1,050.—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3. [9666

COOMBS & SONS (GUILDFORD), Ltd., offer:—

1950 Jaguar Mark V drop head coupe, 9,000 miles; £2,500.

1949 (Nov.) Jaguar Mark V, silver and blue, grey leather, radio, 14,000 miles; £1,895.

1938 Jaguar 2½-litre saloon, grey and blue, radio and discs, complete engine overhaul; £625.

COOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford. Guildford 62907-8-9. [1985

1937 Jaguar 2½-litre saloon, excellent condition, £375.—Perivale 7366. [2084

GORDON CARS (LONDON), Ltd.—1949 Jaguar 3½-litre Mk. V saloon; £1,875.

GORDON CARS (LONDON), Ltd.—1949 Jaguar 2½-litre Mk. V saloon; £1,850.

GORDON CARS (LONDON), Ltd.—1948 Jaguar 3½-litre saloon; £1,175.

GORDON CARS (LONDON), Ltd.—1946 Jaguar 1½-litre S.E. saloon; £1,095.

GORDON CARS (LONDON), Ltd.—1947 Jaguar 1½-litre S.E. saloon; £895.

GORDON House, 373, Euston Rd., London, N.W.1. Euston 6611. [1340

SWANMORE GARAGE, 1176-1180, Christchurch Rd., Boscombe. Tel. Southbourne 1022.

1950 Jaguar 2½-litre Mark V, silver.

1949 (Oct.) Jaguar 2½-litre Mark V, black. [2060

1950 Jaguar 3½-litre saloon, grey with grey leather, heater, 5,000 miles; £2,250.

H. A. SAUNDERS, Ltd., Austin House, Castle St., Worcester. Tel. 2368. [1819

BEARTS of Kingston, Jaguar specialists, sales, spares, repairs.—102, London Rd., Kingston. Tel. Kin. 3348

1948 3½-litre Jaguar saloon, cream; £1,250.—C. A. Peto, Ltd., 42, North Audley St., W.1. May. 3051. [7719

1947 model Jaguar 1½ special equipment saloon, radio, discs, etc.; £850.—Roys Autos, Ltd., Euston 2700. [1422

R. P. POWELL MOTORS, Ltd., for Jaguar cars.—East London main agents, 321, Romford Rd., Forest Gate, E.7. Maryland 4618-9. [0700

£485.—Jaguar 1½-litre d.h. coupe, 1939 type, excellent cellulose and chrome, new hood, good performance; choice saloon; many others.

BENMOTORS, 1, Clarendon Rd., Holland Park, London, W.11. Park 5066-7. Open Mon. to Sat. 9-6. (50yds Holland Park Tube.) [1304

JAGUAR 2½, May, '40, gunmetal, only 17,000 miles, recently completely factory overhauled, condition perfect; inspection N.W.3 or E.C.1.—Box 5937. [1885

JAGUAR

1947 2½-litre S.S. Jaguar saloon, colour black, in good condition; £800.—John Whalley, Ltd., London Rd., Bishop's Stortford. Tel. 161 and 162. [1124

1937 S.S. Jaguar 2½-litre sports saloon; £450, or 30 monthly instalments of £18 3.—The Cooden Engineering Co., Ltd., Bexhill. Tel. Cooden 600. [1823

1939 Jaguar 1½-litre saloon, black, brown hide interior, unbelievably beautiful condition, must satisfy the most fastidious buyer; £595; exchanges, terms.

HAROLD WEBB MOTORS, Ltd., 765-767, Romford Rd., Manor Park, E.12. Ilford 0681. [2042

1948 (April) Jaguar 3½-litre sports saloon, beige with red leather, radio, heater, Ace discs, superbly maintained, opportunity, 3 months' guarantee, £1,175.

ROBBINS, 96-98, Upper Richmond Rd., East Putney, S.W.15. Tel. 4561. [1642

LANCASHIRE specialised sales, repair and spare parts service, large stocks available.—Parkers, Ltd., Bradshawgate, Bolton. Tel. 4080. Deansgate, Manchester. Tel. Deansgate 4507. [0891

1939 Jaguar 2½-litre saloon, reconditioned engine fitted which has only run 11,000 miles, whole car is genuinely equal in condition to low mileage post-war model; £595.

PETER BANTOCK CAR SALES, 104, High St., Chiswick 2725/5870. [1054

1950 Jaguar Mark V 3½-litre saloon, 8,000 miles, black, red interior, radio and heater.—Lamb's, Ltd., Standard House, Southend Rd., Woodford, Essex. Wan. 0823 (8 lines). [1866

1950 Jaguar Mark V 2½-litre saloon, black, 5,000 miles, new condition; £1,895; exchanges, deferred terms.—John S. Truscott, Ltd., 173, Westbourne Grove, W.1. Bay. 4274. [1476

ROSE & YOUNG, Ltd., offer: XK120 Jaguar 2-seater, low mileage, exceptional condition, white with beige leather.—65-69, Sternhold Ave., Streatham Hill, S.W.2 (1 minute Streatham Hill Station). Tulse Hill 6464. [2132

1949 3½-litre Jaguar saloon, finished in black, with brown leather interior, splendid condition, special equipment, discs, pass lights; £1,075.—Grove Garage & Motors, 322, Fore St., Edmonton, N.9. Tot. 4162. [9738

1950 Jaguar Mark V 2½-litre saloon, colour black, brown leather, H.M.V. radio, heater, taxed, genuine mileage only 6,000, this car is indistinguishable from new; £2,150.—R. S. Mead (Sales) Ltd., 42, Queen St., Maidenhead. Tel. Maidenhead 431/2. [8020

895 gns.—Jaguar (Sept., 1946) 1½-litre 4-door saloon, black, sliding head, brown leather, heater, very carefully used, exceptional condition; taxed; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead. (Hampstead Tube.) Hampstead 6041. [1572

Jaguar Cars Wanted

H

HENLYS, Ltd.

ENGLAND'S Largest Jaguar Distributors.

DEVONSHIRE House, Piccadilly, W.1. (Grosvenor 2287.)

HENLY House, 385, Euston Rd., N.W.1. (Euston 4444.)

GREAT West Road (Ealing 3477), Official Jaguar Service Station.

CAMDEN TOWN SERVICE STATION (Gulliver 4141.)

MANCHESTER.—1-5, Peter St. (Blackfriars 7843.)

HENLYS, Ltd., England's Leading Motor Agents. [0028

R

ROWLAND SMITH'S, the Jaguar buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.

COOMBS & SONS (GUILDFORD), Ltd.

URGENTLY wanted, good condition, post-war Jaguar cars; offers appreciated.—Portsmouth Rd., Guildford. Tel. 62907. [0234

SAUL & SLATTER, Ltd., 44-46, Aldermans Hill, N.13.

MAIN dealers, urgently require modern Jaguar cars. Tel. Palmers Green 1205/7173. [1853

MARSTON MOTOR Co., Ltd., for your Jaguar.—Tel. Sta. 8000. Seven Sisters Rd., Tottenham, N.15.

CASH immediately for good Jaguar.—H. F. Edwards, 154, Gt. Titchfield St., W.1. Langham 0012. [1837

ALMOST new Jaguar required; cash payment.—Morley, 54, Streatham Hill, S.W.2. Tulse Hill 4488. [0846

CASH buyers of low mileage 1½-litre Jaguars, distance no object.—Hattons, Lord St., Southport. Tel. 2268. [0794

SIMPSON'S MOTORS (WEMBLEY), Ltd., wish to purchase all models Jaguar from 1937 onwards.—Wembley 8691-2. [0862

ROSE & YOUNG, Ltd.—Mark V Jaguar urgently required.—65-69, Sternhold Ave., Streatham Hill, S.W.2. (1 minute Streatham Hill Station.) Tulse Hill 6464 and 8182. [8421

Jaguar Spares and Service

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HENLYS, Ltd.,

ENGLAND'S Largest Jaguar Service Station

GREAT West Rd., Brentford (Ealing 3477)

SPARES and replacement engines for all models

AND at Manchester Cheetham Hill Rd. Deansgate 6216-7.

QUICK completion of repairs. [0563

SAUL & SLATTER, Ltd., 44-46, Aldermans Hill, N.13.

FULL stock of spares, Jaguar repairs and maintenance, Service Station, Green Lanes, N.13. Pal. Grn. 1205/7175. [1854

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

Jaguar Spares and Service

PEERLESS MOTORS, Ltd., main dealers for Buckinghamshire.—Jaguar spares; replacements units and repairs facilities.—Bath Rd., Slough. Tel. 22394. [0430

R. P. POWELL (MOTORS), Ltd., East London distributors for Jaguar cars, sales, service and spares.—321, Romford Rd., Forest Gate, E.7. Maryland 4618-9.

WEMBLEY COURT MOTORS SERVICE STATION.—Comprehensive range of all Jaguar spares in stock; specialised service and maintenance for Jaguar cars.—Wembley Court Motors Service Station, Forty Avenue, Wembley. Arnold 1154-5. [0719

JEEP

AUTOWORK, Ltd., Winchester, principal Jeep stockists, Station Hill, Winchester. Winchester 4634. [2006

JEEPS. Army standard khaki; from £275; leaflets on request.—Grant Motors, 122, The Avenue, N.W.6.

1950 (first reg.) Jeeps, all types, spares.—Davies & Groves, 1-5, Dorset Close, N.W.1. Pad. 8345. [0619

JEEP, perf. mechan., drs., side curtains, hood, new tyres; £295.—Riv. 5822. 9, Cumberland Rd., S.W.13. Riv. 2674. [1913

JEEPS.—Britain's leading Jeep specialists, all spares in stock; prompt despatch; rebuilt Jeeps detachable bodies, utilities; 24-hour service.

MOTORCRAFT GARAGES, Station Approach, Gunnersbury, W.4. Chiswick 3013. 0621. [0841

JEEPS, right or l.h.d., range of bodywork, private or commercial.—Wick Autos, 100% Jeep Firm, Hampton Wick, Kingston-on-Thames (4716). [0820

UNREGISTERED (ex-W.D.) low mileage Jeep, good condition throughout; £295.—Jacquier, Ltd., 225-7, Hammersmith Rd., W.6. Riverside 6677-8. [5584

METAMET offer unique Jeep conversion for motorists; all 12 models completely rebuilt, 6 months' guarantee, over 20mpg; commercial registration optional.—100b, Belsize Lane, N.W.3. [0527

175gns.—Jeep (Ford), registered December, 1946, grey, spare wheel and hood, good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead. (Hampstead Tube.) Hampstead 6041. [1573

UNIVERSAL CAR DISTRIBUTORS (LONDON), Ltd.—Jeep spare parts, home and export; all spares stocked; exchange plan engine gear box, water pump, etc.; new hoods, gasket sets, brake linings, etc., etc.—331-333, High Rd., Chiswick, London, W.4. Chiswick 1919. [0055

Jeeps Wanted

ROWLAND SMITH'S, the Jeep buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0944

Jeep Spares and Service

100% Jeep firm, all spares by return, or over counter small or large quantities.—Wick Autos (see under Jeeps) [0566

METAMET for all Jeeps, spares, exchange unit service; expert Jeep repairs, to order spares 'phone Hampstead 8231.—100d, Belsize Lane, N.W.3. [0539

JENSEN

1938 Jensen 3½-litre V.8 saloon, black with brown leather, carefully used, and in first class condition; £635.

H. A. SAUNDERS, Ltd., Austin House, Castle St., Worcester. Tel. 2368. [1820

JOWETT

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JOWETT.

CLARKE'S OF PIRBRIGHT.

PIRBRIGHT, Surrey, remind Jowett owners that Jowett Cars, Ltd., recommend that their cars are serviced by Jowett main agents.

WE are official Jowett main agents and operate a day and night service in the Woking, Aldershot and Guildford area. We regard ourselves as the Jowett centre in the south and have factory trained mechanics available qualified to deal with all Jowett models. We also have a large stock of reconditioned used Jowett cars, utilities and vans which carry our six months' guarantee.

PRESENT stock includes:—

1950 de luxe saloon, metallic grey, with red leather upholstery.

1950 de luxe saloon, black, with brown leather upholstery.

1950 standard saloon, beige, with cloth upholstery.

1949 saloon, blue, with brown leather upholstery.

1949 de luxe Utility, brown, with brown leather upholstery

TWO 1950 vans, finished in grey.

FULL particulars and prices can be had on request. Sales staff available on week-ends. Trade enquiries invited

CLARKE'S OF PIRBRIGHT, Automobile Engineers, Pirbright, Surrey. Brookwood 2201-2. [0322

THE

DENHAM SERVICE STATION, Ltd.

THE used Javelin enthusiasts offer:—

1950 Javelin de luxe saloon, black, brown hide upholstery, recorded mileage 12,000.

1950 Javelin de luxe saloon, metallic grey, red leather upholstery, recorded mileage 14,000, fitted H.M.V. radio.

1950 Javelin de luxe saloon, metallic grey, red leather upholstery, recorded mileage 12,000.

1950 Javelin de luxe saloon, blue, beige hide upholstery, recorded mileage 5,000, H.M.V. radio.

1949 Javelin de luxe saloon, sand, red leather upholstery, recorded mileage 15,000.

1949 Javelin de luxe saloon, blue, beige hide upholstery, recorded mileage 16,000, fitted radio.

THE above cars can be seen and tried at our showrooms subject to being unsold.

DENHAM SERVICE STATION, Ltd., Oxford Rd., Denham, Bucks. Tel. Denham 2266. [2062

CAR MART, Ltd.

1948 Jowett Javelin saloon, radio, heater, 6 months' guarantee; £895.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 3434 [1939

JOWETT

NEWNHAMS, Ltd.

1950 Jowett Javelin saloon, 10,000 miles, radio, beautiful condition.

NEWNHAM HOUSE, 235-7-9, Hammersmith Rd., London, W.6. Riverside 4646. [0679

H. A. SAUNDERS, Ltd., offer:—

1949 Jowett Javelin saloon, turquoise blue, beige upholstery, heater, 15,000 miles; £995.

1950 Jowett Javelin de luxe saloon, maroon, beige upholstery, 14,000 miles; £1,145.

836/842, High Rd., N.12. Hillside 0024. [2144

HAROLD RADFORD & Co., Ltd.

1949 (Dec.) Jowett Javelin standard saloon, one owner, speedometer reading 12,000 miles, colour beige, with fawn cloth upholstery, in good condition.

HAROLD RADFORD & Co., Ltd., Melton Court, South Kensington, S.W.7. Tel. Kensington 6642 (5 lines). [1497

WARWICK WRIGHT, Ltd., offer:—

1948 (Nov.) Jowett Javelin saloon, fawn, brown leather, radio 15,000 miles.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [8742

GORDON CARS (LONDON) Ltd.—1950 Jowett Javelin standard saloon; £1,050.

GORDON CARS (LONDON), Ltd.—1949 Jowett Javelin de luxe saloon; £995.

GORDON House, 373, Euston Rd., London, N.W.1. Euston 6611. [1379

1939 Jowett 8hp saloon, black; £300.—Buntings, Jowett Agency, Harrow. Tel. 6225/6. [9996

JOWETT and Javelin main agents, spare and specialised service.—Colliver-Fisher Ltd. Northwood, Middx. Tel. 777 (4 lines). [0412

1939 Jowett 10 saloon, 32,000 miles, excellent condition; £420; no dealers.—Ross, 33, Elsynge Rd., Wandsworth Common. [1911

1949 (June) Javelin de luxe, golden sand with red interior, heater, 18,000 miles; £1,050.—Wimbush & Co., Ltd., Abbey 6896. [2175

COOTER & GREEN, Jowett Main Agents.—Javelin and Bradford spares and repairs, sales and service.—Eden Park Garage, 485, Upper Elmers End Rd., Beckenham, Kent. Tel. Beckenham 2965. [0802

1950 Beautiful Javelin de luxe saloon, gunmetal grey with red leather upholstery, one owner; indistinguishable from new condition; radio and heater; £1,175.—Pantiles Service Garage, London Rd., Guildford 5326. [9329

1949 Javelin de luxe saloon, black/beige leather, one owner, 16,000 miles, maintained since new at factory, competition heads fitted, 3-month guarantee, any inspection invited; £999; also a 1948 model in stock; £895.

TRINITY CARS Ltd., 94, North Side, Wandsworth Common, S.W.18. Vandyke 1166. [1410

1950 Javelin de luxe saloon, finished black with brown leather, fitted heater, modified engine, faultless condition throughout; trade and part exchange enquiries invited.—G. P. Morley, Ltd., 54, Streatham Hill, S.W.2. Tulse Hill 4488. [1951

Jowett Cars Wanted

R.

ROWLAND SMITH'S, the Jowett buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0854

COLLIVER-FISHER, Ltd., will always buy a Javelin.—Northwood, Middx. Tel. 777 (4 lines). [0800

DENHAM SERVICE STATION, Ltd., the used Javelin car enthusiasts, wish to purchase immediately:—

1950 de luxe Javelins

1950 standard Javelins

SEND fullest particulars now to Denham Service Station, Ltd., Oxford Rd., Denham, Bucks. Tel. Denham 2266. [5658

Jowett Spares and Service

MILESTONE'S (SERVICE GARAGE), Ltd., main agents Jowett Javelin, Bradford vans and trucks.

LARGEST stock spares in Southern England, immediate despatch, trade or private.—Tel. Erith 2469, 2629. 308, Erith Rd., Bexlevheath. [0571

COLLIVER-FISHER, Ltd., excel in supporting their Main Agency. Unsurpassed service. Spares and replacement units.

NORTHWOOD, Middx. Tel. 777 (4 lines). [0009

CROYDON.—Godfrey's, Ltd., for full Jowett service and comprehensive range of spares.—228, 234, London Rd., Croydon. Cro. 3641. [0465

BIRMINGHAM main agents; large stock of spares.—Frank Moseley (A. S. & S.), Ltd., The Depot, Steward St., Birmingham, 18. End. 0916. [0549

BUNTING'S MOTOR EXCHANGE offer unrivalled service of spares and repairs for Jowett Javelin and Bradford.—Bonnersfield Lane, Harrow. Tel. 6225-6.

KINGSTON-ON-THAMES main agents for Jowett Javelin and Bradford vans, spares and service.—O. W. Wilkin, Ltd., 1, Weston Park, and 84, Eden St., Kingston 2241-2. [0879

A. V. MOTORS, Ltd., Park Rd., Teddington, Middlesex. Tel. Kingston 0710.—The Jowett specialists and main agents; over 28 years' Jowett experience, spares and service. [0759

LAGONDA

BROOKLANDS

LAGONDA Distributors; latest models for demonstration.

1939 Lagonda 12-cylinder Rapide coupe, Sanction II engine, black.

BUY or sell your car at

103 New Bond St., London W.1. Mayfair 8351/6. [6601

CARR BROS., offer:—

1935 Lagonda 4½-litre sports saloon, a specimen car that has been extremely well cared for by enthusiast; £575.

CARR BROS., The Soho Garage, Soho Square, W.1. Ger. 6678-9. [2049

LAGONDA

HAROLD RADFORD & Co., Ltd.,

OFFICIALLY appointed Lagonda retailers.

SALES and service at Melton Court, South Kensington, London, S.W.7. Kensington 6652 (5 lines). [0264

LAGONDA 4½-litre utility, terrific performance, very good throughout; £175.

PARADE MOTORS (MITCHAM), Ltd., 66-67, Monarch Parade, Mitcham. Tel. Mit. 3598. [9994

PERFORMANCE CARS, good selection always available, written guarantee.—See under "Sports Cars." [7656

DAVIES MOTORS, Ltd. (managing director, J. E. Davies, 20 years service manager to Lagonda, Ltd.), offer:—

1933 16/80 sports tourer, grey and red, engine overhauled.

1933 16/80 saloon, black and brown, engine overhauled.

1935 4½-litre Rapide sports tourer, British racing green, two spare wheels, good tyres all round, engine completely overhauled.

DAVIES MOTORS, Ltd., 273, London Rd., Staines. Tel. 3457-8-9 or (private) Walton 1562. [0287

1938 (July) Lagonda V12, medium chassis saloon, black with green leather, 42,000 miles, believed genuine, decarbonised and checked, 100mph; £1,195.

COLUMBIA MOTORS, 61, Poole Hill, Bournemouth. Tel. 3524. [1215

LAGONDA V.12 foursome drop head coupe, finished in metallic grey with red leather upholstery, first registered March, 1939, small mileage and maintained regardless of cost.

ARTHUR MULLINER, Ltd., Bridge St., Northampton. Tel. 907. [1941

LAGONDA, Oct., 1950, 2½-litre saloon, 11,000 miles, immaculate condition; car can only be described as new, complete in every detail.—Ashmore's, Ltd., Roebuck Lane, West Bromwich. Tel. 0766. [1928

1938 (Oct.) Lagonda V12 Windover limousine, 6,795 miles only, last licensed 1939, a new car; £1,575.—Clarton's Cars (London), Ltd., 337, Euston Rd., London, N.W.1. Tel. Euston 5228 (5 lines). [1448

1951 Lagonda Rapier racing 2-seater, built from new spare parts with underslung short chassis, 3.75 ratio, 100 mph; new tyres; road equipped; taxed December; £495.—V. W. Derrington, 159 and 161, London Rd., Kingston-on-Thames. Tel. 5621-2. [3820

275gns.—Lagonda 1935 model 3½-litre de luxe 4-door saloon, black, leather upholstery, 2 spare wheels, very good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead. (Hampstead Tube.) Hampstead 6041. [1574

Lagonda Cars Wanted

ROWLAND SMITH'S, the Lagonda buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.

Lagonda Spares and Service

LAGONDA owners are advised to contact the manufacturers for service overhauls and spares for the 4½-litre V.12 models; service engines in stock.

LAGONDA, Ltd., Service Department, Victoria Rd., Feltham, Middlesex. Tel. Feltham 2291. [0908

DAVIES MOTORS, Ltd. (managing director, J. E. Davies, 20 years service manager to Lagonda, Ltd.) for all forms of Lagonda repair and maintenance—no matter what its type we can offer specialised service.

273, London Rd., Staines. Tel. 3457-8 or (private), Walton 1562. We are open on Saturday mornings. [0217

LANCHESTER

1950 (Oct.) Lanchester 10hp saloon, 9,000 miles.—Ernest Sutton. Tel. Rogate 4 (trade only). [2119

LANCHESTER 14, Roadrider saloon 1937 but post-war condition; 365gns.—Autosnips, 5, Balham High Rd., Balham 1509. [2169

1951 Series 10hp Lanchester Barker saloon, 5,300 miles, one owner immaculate condition throughout; £1,225.

GEORGE NEWMAN & Co. (B'ton), Ltd., 39-40, Old Steine, B'ton 29102-4. [2055

SPINK (BOURNEMOUTH), Ltd., engaged exclusively in the distribution of Daimler and Lanchester cars; consult us when buying or selling; all spares and every service.

DAIMLER House, Bournemouth. Tel. 5405. [0545

495gns.—Lanchester Roadrider (June, 1938) 14hp de luxe 4-door saloon, green and black, sliding head, green leather, preselector, I.F.S., carefully used, excellent condition; taxed, terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead. (Hampstead Tube.) Hampstead 6041. [1575

Lanchester Cars Wanted

ROWLAND SMITH'S, the Lanchester buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.

GOOD used 11-14hp Lanchesters wanted, later models preferred; traders also please note.—London Cars, 592/6, Greenford Rd., Greenford, Middx. Waxlow 2643. [8060

STRATSTONE, Ltd., Lanchester distributors, urgently require post-war Lanchester cars; prompt inspection and payment.—40, Berkeley St., W.1. (Mayfair 4404.) [1246

Lanchester Spares and Service

ARCOT MOTORS, Ltd

ARCOT MOTORS, Ltd.—Pre-selector gear boxes; exchange and repairs.—169, Fulham Rd., S.W.3. Kensington 7301. [0257

PRE-SELECTOR gear boxes.—H. & A. Engineering, 55, Grant Rd., Addiscombe 2931. [0146

CROYDON.—Donald Vince & Co., Ltd., Daimler and Lanchester, specialists for sales and service.—Kidderminster Rd., Croydon 5775. [0683

LANCHESTER and Daimler spares, large stock of spares, gaskets, etc., for most models.—Allens, Victoria Rise, Clapham S.W.4. Macaulay 4199 and 6252/3.

LANCIA

1939 (July) Lancia Aprilia saloon, blue and silver, reconditioned at works; £825.—Wimbush & Co., Ltd., Abbey 6896. [2174

AUGUSTA 1936 saloon, £325; Aprilia 1937 saloon, £595.—Richards & Brown, Ringers Rd. (off High St.), Bromley, Kent. Rav. 6479. [2111

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

LANCIA

JOHN S. TRUSCOTT, Ltd., for Lancia.

FIRST-CLASS examples are becoming increasingly scarce, but one or two excellent Aprilias are usually available.

EXCHANGES, deferred terms

173 Westbourne Grove, W.11. Bay. 4274. [4372

CHIPSTEAD MOTORS Ltd.—See our advert. under "Sports Cars." [7415

DILAMBDA, 1937, with Farina saloon body, completely overhauled at cost of over £600; quick sale for £475.—Kensington €955 or write Richards, 62, Princes Gate Mews, S.W.7. [9424

MAYFAIR GARAGES, Ltd.—July, 1938, Aprilia pillarless 4-door saloon, dark green, specially upholstered and retrimmed throughout, all good tyres; excellent condition and outstanding performance; 3 months' guarantee; £695.

MAYFAIR GARAGES, Ltd., Balderton St. (opp. Selfridges' clock), Mayfair, W.1. Mayfair 3104-5. Open 9-6, Sats. 9-12. [1331

Lancia Cars Wanted

LANCIA Aprilia wanted, any year.—T. F. Breen, High Rd., N.20. Tel. Hillside 2393. [0543

KEVILL, DAVIES & MARCH, Ltd., will buy second-hand Lancia Aprilias.—41-42, Hays Mews, Berkeley Sq., W.1. Gros. 2563. [0508

JOHN S. TRUSCOTT, Ltd., urgently require low mileage, really well-kept Lancias.—173, Westbourne Grove, W.11. Bay. 4274. [4616

LANCIA Aprilia latest models wanted.—A. Freeman, Ltd., Grosvenor Garage, Burnage Lane, Manchester 19. Rus. 2874-5. [0077

Lancia Spares and Service

LANCIA (ENGLAND), Ltd.—English branch and sole representatives of the famous Italian company; all servicing and repair work, reconditioning, etc. carried out by our own staff of specialized mechanics; genuine Lancia factory-made spare parts available and supplied at short notice.—For information regarding general service, reconditioning, technical data, etc., apply Lancia Works, Alperton, Wembley. (Perivale 5656.) [0320

LEA-FRANCIS

BROOKLANDS.

1949 Lea-Francis sports 2-str., small mileage exceptional.

103, New Bond St., London, W.1. Mayfair 8351-6. [4556

CHARLES FOLLETT, Ltd., sole distributors, London and Home Counties offer:—

1951 Lea-Francis 14hp streamlined saloon, black, beige hide, one owner, 4,400 miles only; B.M.T.A. permission to sell; £1,775.

1951 model Lea-Francis 14hp saloon, I.F.S., latest body style with lamps in front wings, maroon leather, one owner, radio, heater and demister, guaranteed perfect; £1,585.

1947 Lea-Francis 14hp saloon, grey, radio and heater, completely overhauled and guaranteed; £1,050.

18, Berkeley St., W.1. May. 6266.

OFFICIAL Lea-Francis Service Station, Barnsdale Yard, off Elgin Ave., W.9. Cunningham 5936-8. [1743

1948 Lea-Francis sports saloon, green, heater, immaculate; £1,250.—Prices Garages, Ltd., Leigh-on-Sea. Tel. Leigh-on-Sea 78669. [8993

1950 (July) Lea-Francis 2½-litre sports 2-4-seater, black with beige leather, one owner, 21,000 miles, serviced regularly, new tyres at 20,000, numerous additional refinements, including special hand-controlled double exhaust system, handsome detachable luggage carrier, Cartec anti-thief device, maintained always in faultless condition regardless of cost, car specially tuned only nine days ago at Lea-Francis works, the whole in perfect condition; best offer over £1,250 for this now export only model; no dealers.—Apply to Owner, Box 5934. [1880

Lea-Francis Cars Wanted

CHARLES FOLLETT, Ltd.—Lea-Francis distributors for London and the Home Counties, are always glad to hear from Lea-Francis owners.

SHOWROOMS: 18, Berkeley St., W.1. May. 6266.

OFFICIAL Lea-Francis London Service Station, Works and Stores:—

BARNSDALE Yard, off Elgin Avenue, W.9. Tel. Cunningham 5936-7. [0595

Lea-Francis Spares and Service

LEA-FRANCIS CARS, Ltd.

SPARES and service all models from the manufacturers.—Head Office and Works: Much Park St., Coventry. Tel. 60204-5-6. [0392

CHARLES FOLLETT, Ltd., sole distributors for Home Counties, Bucks and Sussex.

SHOWROOMS: 18, Berkeley St., W.1. May. 6266.

SPARE Parts.

SERVICE: Barnsdale Yard, off Elgin Avenue, W.9. Tel. Cunningham 5936-7-8. [0596

Lincoln Cars Wanted

SIMPSON'S MOTORS (WEMBLEY), Ltd., urgently require all models Lincoln from 1937 onwards. Wembley 6691-2. [0669

LINCOLN-ZEPHYR

LINCOLN-ZEPHYR (registered November, 1938), 44,000 miles from new, one owner, new engine fitted about 5,000 miles ago, this car is in immaculate condition throughout and is fitted with a superb radio and heater, original colour, cherry red; £525.—C.A.P. Motors, 150, Clapham Rd., S.W.9. Reliance 2895-6. [2165

LLOYD

345 gns.—Lloyd 650 (November, 1949) 16hp 2-4-seater Roadster, cream, fawn leather, very good condition; taxed; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead. (Hampstead Tube.) Hampstead 6041. [1576

MERCEDES-BENZ

MERCEDES-BENZ (GT. BRITAIN), Ltd., offer:—

TYPE 500 4/5-seater cabriolet, right-hand steering, green with red leather, in exceptional condition.

1938 Type 230 20hp 4/5-str. cabriolet with Continental steering.—Victoria 8715. [9651

MERCEDES-BENZ

1938 Mercedes-Benz 2-str. sports, black and silver grey, 12,000 miles.

JACK OLDING OF MAYFAIR, 8-10, North Audley St., W.1. Mayfair 5242. [1511

MERCEDES-BENZ 170V 14hp cabriolet, 1938, in superb condition, duo-grey, radio, heater, compass, chrome luggage grid; £575.—Derrington, 159-161, London Rd., Kingston 5621-2. [2071

MERCEDES-BENZ 38/250 open 4-seater sports, in magnificent condition throughout, must be seen to appreciate; photo sent to genuine enquirer; £425 or near offer.—6, Hawthorn Rd., Wallington. Tel. Wallington 6099 after 7 p.m. [9982

SWANMORE GARAGE, 1176-1180, Christchurch Rd., Boscombe. Tel. Southbourne 1022. Mercedes-Benz 500K 1937 4/5-seater cabriolet, reconditioned engine just installed, coachwork black, chrome plating and interior red hide, all in superb condition; exchanges, terms. [2061

Mercedes-Benz Spares and Service

MERCEDES-BENZ (GREAT BRITAIN), Ltd., Sales Service and Spares, 111, Grosvenor Rd., S.W.1. Victoria 8715-6. Night Service: Victoria 3144. [7002

M.G.

CAR MART Ltd.

1947 M.G. T.C. 2-seater, 13,000 miles; £750.—Car Mart, Ltd., 320, Euston Rd., N.W.1. Euston 1212. [1537

RAYMOND WAY.

RAYMOND WAY OF KILBURN.

RAYMOND WAY, the hire purchase specialists.

M.G. P.A. series sports 2-seater, a magnificent example of this model, paintwork as new, fitted many extras; 279gns.

HIRE purchase terms on the spot with no references, no formalities or guarantors; top price in part exchange on your present motor cycle or car; unique 3 months' written guarantee; always 200 cars under £400 to choose from.

RAYMOND WAY, Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 connecting all branches and departments (Kilburn Park Station, Bakerloo line, 150 yards). [1986

H.W. MOTORS Ltd.

1950 (Feb.) T.D. 2-seater, cream/green upholstery, 6,000 miles, condition throughout as new; £1,000.

H.W. MOTORS Ltd., Walton-on-Thames 783 and 1457. [9958

CARR BROS. offer:—

1938 M.G. 1½-litre sports saloon, engine recently overhauled, black cellulose unmarked, interior upholstered blue leather, pleasing lines, economical performance; £525.

CARR BROTHERS, The Soho Garage, Soho Square, W.1. Ger. 6678/9. [2046

CYRIL SHEPPARD offers:—

DECEMBER 1949, M.G. T.C., black, red leather, spotless; £795.—102, Kings Rd., Reading 2712. [9828

WOODBAIN CARS offer:—

£395—M.G. 10hp T type sports 2-seater, completely overhauled, crank reground, etc., any examination welcomed.

£295—M.G. 8hp P type sports 2-seater, red, perfect.

£265—M.G. 8hp P type sports 2-seater, a real good 'un.

£245—M.G. 8hp P type sports 4-seater, red.

£175—M.G. 8hp J type sports 4-seater.

£155—M.G. 12hp foursome salonette, a real beauty.

£110—M.G. 8hp open sports 2-seater, sound car.

MANY others.—Woodbain Cars, the M.G. specialists, 6 & 10, Eton Garages, Eton Ave., Swiss Cottage, N.W.3. Primrose 9435. [1943

TOM GARNER, Ltd., offer:—

1949 M.G. T.C. sports 2-seater, red with red upholstery, 6,000 miles only.

TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-6. [1934

HAROLD RADFORD & Co. Ltd.

1950 (Sept.) M.G. 1¼-litre saloon, black with green leather upholstery, speedometer reading 9,902 miles, fitted with H.M.V. radio, in new condition throughout.

HAROLD RADFORD & Co. Ltd., Melton Court, South Kensington, S.W.7. Tel. Kensington 6642 (5 lines). [7413

GLANFIELD LAWRENCE offer:—

1939 M.G. T.A. 2-seater, metallic grey, engine reconditioned; superb order throughout, sparkling performance; £475.—407, High Rd., N.12. Finchley 0091. [1302

WARWICK WRIGHT, Ltd., offer:—

1950 M.G. 1¼-litre saloon, black, beige leather, 7,000 miles.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [1017

D. J. SHEPHERD & Co. (ENFIELD), Ltd., offer:—

1949 T.C. M.G., colour black, green leather upholstery, excellent condition; £825.

1949 M.G. T.C. sports, colour black, beige leather upholstery, mileage 6,500, immaculate condition; £895.—D. J. Shepherd & Co. (Enfield) Ltd., Hertford Rd., Enfield. Howard 1631. [6137

1950 1¼ M.G. 4-str. tourer, green, fawn int., as new, one owner.

TICKFORD, Ltd., 8, Upper St. Martin's Lane, W.C.2. Temple Bar 3338. [1896

1949 (Sept.) M.G. TC 2-seater, black, mileage 8,000, indistinguishable from new; £855.

MAYFAIR CARRIAGE Co., Ltd., The Hyde, Edgware Rd., N.W.9. Col. 8082. [1949

M.G.

BEARTS, of Kingston, M.G. specialists, sales, spares, repairs.—102, London Rd., Kingston. Tel. Kin. 3348.

PERFORMANCE CARS.—Good selection always available, written guarantee; see under "Sports Cars."

M.G. 2-seater J.2 type, good condition.—Beardmore Service, 26, Queensway, Bayswater, W.2. Bayswater 0156. [9051

UNIVERSITY MOTORS, Ltd., sole London distributors, Stratton House, 80, Piccadilly, W.1. Grosvenor 4141. [0505

2-litre saloon, £465, bills for £200, or exchange for post war van.—Full details 64, Belvedere Rd., Birmingham, 24. [1791

1947 M.G. Midget, low mileage; £695.—Barnes, 315, Finchley Rd., N.W.3. Hampstead 2221. Mai 1627. [8095

1939 Model M.G. coupe, black, engine just reconditioned, whole car in excellent condition throughout, radio; £395.

COLE'S GARAGES, Worple Rd., Wimbledon, London, S.W.19. Tel. Wimbledon 0195-6. [2163

160 miles.—1950 (November) 1¼-litre M.G. saloon, duallescent green, not taxed 1951.—Broadway Motors, 67, High St., Hounslow. Tel. 0175. [1926

1937 M.G. 2-litre sunshine saloon, black, immaculate, excellent mechanically; taxed; £375.—Kings Motors, 1, High St., Hounslow. Tel. 3532. [1321

1939 M.G. 2-litre sports saloon, new gear box, reconditioned engine, very fast, beautiful condition, taxed and insured, any examination; £500.—Box 5897. [1679

1950 M.G. 1¼-litre saloon, covenant just expired, mileage 5,000 only, entirely new throughout.—Colin Haines, Ltd., 30a, Bourdon St., W.1. Mayfair 2338. [1868

1949 (October) M.G. T.C. 2-seater, red, red leather, a one owner car, immaculately maintained throughout its small mileage; another finished in ivory.

RIPCO, Ltd., 16, Albemarle St., Mayfair, W.1. Regent 2952-3-4. [1356

575 gns.—M.G. Midget, December 1946, 11hp T.C. 2-seater, black, fawn leather, carefully used, excellent condition, taxed; terms, exchanges.—Rowland Smith, below.

395 gns.—M.G. Midget, 1937, 10hp T 2-seater, black, blue leather, very good condition, taxed.

345 gns.—M.G. Midget, 1935, 8hp P Airline coupe, black, sliding head, red leather, carefully used, excellent condition; terms, exchanges.—Rowland Smith, below.

245 gns.—M.G. Midget, 1933 model, 8hp J.2 2-seater, black, silver wheels, spare tyre unworn, carefully used, very good condition; terms, exchanges.—Rowland Smith, below.

125 gns.—M.G. Midget, 1931 model, 8hp sports 2-seater, black, unworn tyres, very good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [1555

MAYFAIR GARAGES, Ltd., July 1947, T.C. sports 2-seater, black, beige leather, nominal mileage, smart car, in first-class condition throughout, 3 months' guarantee; £595.—Below.

MAYFAIR GARAGES, Ltd., Balderton St. (opp. Selfridges clock), Mayfair, W.1. Mayfair 3104/5. Open 9—6. Sats. 9—12. [9369

JACK ROSE, Ltd., offer: 1950 (November) M.G. 1¼ saloon, in bronze, almost as brand new; accept £1,135.—Jack Rose, Ltd., Stafford Rd., Wallington, Surrey. Wallington 6677-8. [8652

1950 (August) 1¼-litre M.G. saloon, genuine mileage 12,000, colour maroon, maroon leather, indistinguishable from new; £1,135.—R. S. Mead (Sales), Ltd., 42, Queen St., Maidenhead. Tel. Maidenhead 3431-2. [1030

1949 (Nov.) M.G. 1¼-litre saloon, finished in sun bronze with red leather upholstery, in really immaculate condition, nominal mileage, late property of M.P.; £1,100.—L. F. Dove, Ltd., Guildford Rd., Woking. Tel. Woking 1282. [8287

TANKARD & SMITH, Ltd., offer M.G. T.A. type, finished black with green upholstery, over £150 worth of extras, in magnificent condition, a car for the enthusiast; £445; 3 months' written guarantee.—97, Peckham Rd., S.E.15. Tel. Rodney 2051. [1326

ROSE & YOUNG, Ltd., offer: 1950 (November) M.G. 1¼-litre saloon, 9,000 miles only, unmarked inside and out, spare unused, satin bronze finish; £1,145.—65-69, Sternhold Ave., Streatham Hill, S.W.2. (1 minute Streatham Hill Station). Tulse Hill 6464. [9956

CAMDEN MOTORS.—M.G. Midget 2-seater series T.C., 1946, in red with beige leather, a little sparkler, immaculately maintained by one owner, engine just decoked and fully reserviced in our own workshops, brakes relined, etc., several extras and special features, chromed luggage grid, tonneau cover, sports coil, chromed Ace discs, Tapley performance meter; £595.

CAMDEN MOTORS.—M.G. Midget 2-seater series T.C., 1948, black, beige leather, used as a second car by same family since new, only taxed during summer months, serviced and maintained by distributors, luggage grid, aero screens, seat covers, radio, passlights, superb condition; £635.

CAMDEN MOTORS, Ltd., Lake St., Leighton Buzzard, Beds. Tel. *2041 (5 lines). Write for post-free catalogue of nearly 500 cars ready for inspection and purchase. Hire purchase facilities, part exchanges, free delivery anywhere in the United Kingdom. Fares refunded to purchasers from any part of the country. Showrooms open till 7 p.m. [1614

1938-39 M.G. 1½-litre 12hp drop head foursome, special coachwork by Salmon, Tickford de luxe folding top in brand new cream silk mohair, black coachwork quite spotless and apparently original, cream wheels, cream hide and carpets almost as new, brand new Phillips radio, new tyres, bills shown for £82 overhaul just completed, new first quality battery, new Rotoflo shockers, 40lb oil pressure hot, taxed, 40,738 miles recorded; £595.—Speedsters, Ltd. (below).

1939 T.A. Tickford de luxe drop head 2-seater coupe, 10hp, most exceptional mechanically, just recellulosed grey, red hide, brand new red mohair hood, brand new batteries, first rate example of this rare model; £485.—Speedsters, Ltd. The best conditioned sporting cars in the country. Offices at Old Straddles, Cross Oak Lane, Salfords, nr. Redhill, Surrey. Horley 628. 28 minutes from Victoria. [9957

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

M.G

NAYLOR & ROOT Ltd.—1950 M.G. T.D. sports 2-str., red, radio and extras, superb condition throughout; £1,025; six months guarantee; choice of 100 quality cars; demonstration free within 100 miles; terms available.—25, East Hill, Clapham Junction, S.W.18. Batt. 5272. Open 9-6 each week-day including Saturday. [1702

1938 1½-litre V.A. M.G. drop head coupe, first-class condition, fitted following new items, battery, distributor, carburettors, petrol pump, jack-all, steering box, Newton dampers, fitted Fram, completely rewired, new engine 4,000 miles, resprayed and new hood February; £575 or offer.—Gulliver 1318 (daytime). [2168

M.G. Cars Wanted

C
M
THE CAR MART, Ltd., wish to purchase M.G. cars.—320, Euston Rd., N.W.1. Euston 1212. [0966

R
ROWLAND SMITH'S, the M.G. buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [1848

SLOCOMBES OF NEASDEN.

SLOCOMBES.—Good clean M.G.s wanted; must be perfect condition.—38-52, Dudden Hill Lane, N.W.10. Willesden 4869. [7643

CASH immediately for good M.G.—H. F. Edwards, 28, Upper High St., Epsom 9400. [1842

ALMOST new M.G. required; cash payment.—Morley, 54, Streatham Hill, S.W.2. Tulse Hill 4488. [0849

JACK ROSE, Ltd., want to purchase T.C. and 1¼ saloon.—Stafford Rd., Wallington, Surrey. Wallington 6677/8. [5441

URGENTLY required, low mileage 1948-50 M.G. 1¼ saloon.—Gibsons Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1681. [3398

ROSE & YOUNG, Ltd.—Wanted, small mileage T.C. or T.D. M.G. urgently.—65-69, Sternhold Ave., Streatham Hill, S.W.2 (1 minute Streatham Hill Station). Tulse Hill 6464 and 8182. [7974

MAYFAIR GARAGES, Ltd.—Particularly good cash buyers of all models M.G.; telephone or write for buyer to call.—Mayfair Garages, Ltd., Balderton Street (opp. Selfridges' clock), Mayfair, W.1. Mayfair 3104-5.

M.G. Spares and Service

W. JACOBS & SON.

WE specialise in spares and repairs for all models of M.G. cars.

W. JACOBS & SON, Mill Grange, Chigwell Rd., South Woodford, E.18. Wanstead 0660. [0486

M.G. spares.—New vertical drives, rockers, valves, road springs, front aprons, rear tanks, chromium-plated luggage grids, M type clutch plates; prompt and courteous service; see P. & A. column; new windscreens, J2 and P. cycle type wings.

DERRINGTON, 159 and 161, London Rd., Kingston 5621-2. [6898

M.G. engine, axle, gear box, reconditioning, recon. exchange blocks, cranks, rockers, v/drive, dynos., etc., new rocker shafts, bushes, valves, guides, springs, gaskets, wire wheels supplied and repaired, road springs new and reconditioned.—A. E. Witham, Queens Garage, Queens Rd., Wimbledon (Station), S.W.19. Liberty 3085.

TOULMIN MOTORS specialise in M.G. and M.G. cars only; repairs and complete overhauls all models, reconditioned engines in stock for types P, J, T and L and N. Magnette; exchange service dynamos, starters, crankshafts with rods, gear boxes, brake shoes, vertical drives, V.D. sleeves, rockers, rocker bushes, rocker shafts, valves, guides, springs and gasket sets with full range of M.G. spares always available; we specialise in racing spares.

WRITE or 'phone Toulmin Motors, 343, Staines Rd., Hounslow, Middlesex. Tel. Hounslow 2238 and 3456. [0349

MORGAN

695 gns.—Morgan 4/4, February 1950, 10hp drop head coupe, black, leather upholstery, one careful owner, small mileage, 2 spare wheels, good tyres, exceptional condition, taxed; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [1556

£745.—Morgan 4/4 series sports coupe roadster, 1948, original and most attractive blue coachwork with interior to match, low sleek lines with twin rear mounted spare wheels, very low mileage and in outstanding condition throughout.—Camden Motors, Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines). Write for post-free catalogue. Nearly 500 cars ready for inspection and purchase. Hire purchase. Part exchanges. Free delivery. Showrooms open till 7 p.m. from Monday to Saturday. [2215

QUITE exceptional 1948 Morgan 4/4 fitted specially designed streamline 2-4-seater sports body, very low and exceptionally attractive lines with finned rear wings, built-in head lamps, twin pass lamps, twin bar bumpers front and rear, disappearing hood, overall tonneau, lavish dash, built-in radio and hosts of unique fittings, finished ivory and chromium with red leather; this car is impossible to describe in print and must be seen to be appreciated, delightful performance, offered with written guarantee; £875; terms, exchanges.—H. F. Edwards, 154, Gt. Titchfield St., W.1. Langham 0012. [1827

Morgan Cars Wanted

R
ROWLAND SMITH'S, the Morgan buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0949

SLOCOMBES of Neasden

4-4 Morgan required, coupe or tourer, nice condition preferable, year immaterial.
38-52, Dudden Hill Lane, N.W.10. Willesden 4869. [3838

Morgan Spares and Service

MORGAN 4/4 official spare parts stockist; service and repairs.—Basil Roy, Ltd., 161, Gt. Portland St., W.1. Langham 7733. [0514

MORGANS.—All available spares in stock.—F. H. Douglass, Morgan Specialist, 1a, South Ealing Rd., Ealing, W.5. Ealing 0570. [0728

MORRIS MINOR

H. A. SAUNDERS, Ltd., offer:—
1950 Morris Minor saloon, black, beige upholstery, 2,000 miles; £895.
836-842, High Rd., N.12. Hillside 0024. [2138

WARWICK WRIGHT, Ltd., offer:—
1950 Morris Minor saloon, black, beige leather, under 100 miles.
WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [1018

C.M.I. CAR SALES (Pri. 6623) offer:—
1950 Morris Minor saloon, beige, good condition throughout.—Swiss Cottage, Finchley Rd., N.W.3. [7004

1950 Minor saloon, 12,000 miles; £825.—Roys Autos, Ltd., Euston 2700. [9765

1950 Morris Minor Tickford conversion, maroon, one owner, 10,000 miles, as new.
TICKFORD, Ltd., 8, Upper St. Martin's Lane, W.C.2. Temple Bar 3538. [1095

1950 (November) Morris Minor saloon, 4,400 miles, black, new condition throughout.
WILCOX (SLOUGH), Ltd., Chandos St., Slough, Bucks. Tel. 21429. [1063

1950 Morris Minor, green, 3,000 miles.—Gerry Browne Motors, 55-57, South Edwardes Sq., London, W.8. Western 4351. Trade only. [1518

1949 Morris Minor saloon, maroon, 11,000 miles, excellent condition; £750.—Dixon's Garage, 134, West Hill, Putney, S.W.15. Putney 0396. [1966

£795.—1949-50 Morris Minor saloon, one owner, 9,000 miles.—Le Grice Elers, Ltd., 107-9, Old Brompton Rd., South Kensington, S.W.7. Kensington 2477. [8166

1949 Morris Minor saloon de luxe, one owner, radio, exceptional condition; £745; 3 months' written guarantee.—Brown's Garage, Loughton (Essex) 4119. (Tube.) [9392

1950 Morris Minor 2-door 4-seater saloon, finished platinum grey with fawn leather; genuine 9,000 miles, beautifully maintained and almost as new throughout, £895.
ROBBINS, 96-98, Upper Richmond Rd., East Putney, S.W.15. Tel. 4561. [9010

1949 (October) Morris Minor saloon, maroon, genuine 12,000 miles, one very meticulous owner, full history supplied; many extras; any inspection invited; 3 months' guarantee; £795.
TRINITY CARS, Ltd., 94, North Side, Wandsworth Common, S.W.18. Vandyke 1166. [1409

1950 (September) Morris Minor saloon, one owner, genuine guaranteed mileage 9,000; indistinguishable from new; £685.—R. S. Mead (Sales), Ltd., Queen St., Maidenhead. Tel. Maidenhead 3451/2. [8022

750 gns.—Morris Minor, June 1950, tourer, dove grey, radio, loose covers, 11,900 miles, one careful owner, almost new condition, taxed; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [1558

Morris Minor Cars Wanted

C
M
THE CAR MART, Ltd., wish to purchase Morris Minor cars.—320, Euston Rd., N.W.1. Euston 1212. [0716

1934 Morris Minor saloon, in any condition.
THE FORGE GARAGE (PETERSHAM), Ltd., 192, Petersham Rd., Petersham, Surrey. Richmond 1884. [4201

AS new, post-war Morris Minor required.—23, Broadwalk Court, W.8. Tulse Hill 1288 (day). [0745

MORRIS EIGHT

SLOCOMBES, Ltd.
1938 saloon, 2-door, black, very nice condition, £295; 1938 4-seater tourer, new hood, side screens, very fine condition; £295.
SLOCOMBES, Ltd., 38-52, Dudden Hill Lane, N.W.10. Willesden 4869. [1073

COACHCRAFT offer:—
1939 series E Morris 8, a well kept car in above average condition throughout; £345 or near offer; available for A.A. or R.A.C. inspection; terms and exchanges.
COACHCRAFT, Elm Rd., Evesham. Tel. 6539. [1971

B. J. HUNTER, Ltd., offer:—
1938 Morris 8 saloon, choice of three from £295.
B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [9710

LAYTONS OF OXFORD offer:—
£595.—1947 Morris 8 2-door saloon, in first-class order throughout, new tyres and paintwork unmarked; terms if required over 24 months at one-quarter deposit.
LAYTONS OF OXFORD (MOTORS), Ltd., New Rd., Oxford. Tel. 3581. [1219

1939 Morris 8 series E 2-door, sunshine roof; £450.
FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gla. 2234. [3452

1937 Morris 8hp 4-seater tourer, an exceptional car; £275.—Below.
1939 Morris 8 saloon, reconditioned engine, shock absorber, new tyres and repainted this year; £420.—Vandervells (Buyers of Good Used Cars), 215, Haverstock Hill, N.W.3. Primrose 4441. [1317

1947 Morris 8 fixed head saloon, moderate mileage, black and brown, very good bodywork; bargain £515.
ERIC HAYES, Ltd., 13, Bishops Bridge Rd., Paddington, W.2. Paddington 0889. [1064

1947 Morris 8 saloon, one owner; £375.—Barnet, 315, Finchley Rd., N.W.3. Hampstead 2221, Mai. 1627. [8085

395 gns.—Morris 8, 1939 saloon, grey, very good condition, taxed; terms, exchanges.—Rowland Smith, below.

265 gns.—Morris 8, 1938 model, de luxe 2-door saloon, green and black, sliding head, green leather, good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [1557

1938 Morris 8 sln., nice order; £290.—Smith & Hunter, 376, Kensington High St., W.14. Western 2312. [2002

1946 Morris 8hp de luxe saloon, black, brown leather, excellent condition throughout; £495.—Perivale 7366. [2036

1937 Morris 8 saloon, in very good condition throughout; bargain £235.—Wembley Court Motors, High Rd., Wembley. Arnold 5221-2. [2151

TANKARD & SMITH, Ltd., offer: 1939 Morris 8 2-door saloon, just recelluloised and mechanically excellent; £445.—226-232, High Rd., N.15. Stamford Hill 3291. [2043

GATEHOUSE offer: 1938 Morris 8 4-door saloons, black, choice of three; from £295.—Gatehouse Motors, Ltd., Highgate Village, London, N.6. Mou. 4444. [9379

£289.—1937 Morris 8 4-door saloon, black and green, original throughout, in splendid condition.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [2182

1946 Morris 8 saloon, 2 doors, beautifully finished black with brown upholstery, all of which is equal to new, speedometer reading 33,800; in most excellent order; taxed; £475.
MAIDSTONE ENGINEERING Co., Cross St., Pendleton, Salford, 6. Tel. Pen. 3457. [9873

£265.—1936 Morris 8 4-seater tourer, maroon, excellent runner, good tyres and weather equipment, bargain.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [2188

1946 (Sept.) Morris 8 2-door saloon with sliding roof, finished in black with brown leather upholstery, 25,000 miles, just rebored and not yet run in, in really excellent condition; £600.
BREW BROTHERS, Ltd., 135, Old Brompton Rd., S.W.7. Ken. 2468. [1777

WALTER SCOTT, Ltd.—1939 Morris 8 2-door de luxe saloon, black, brown hide, 1948 condition, £425; terms; exchanges.—39, College Crescent, Hampstead, N.W.3. (Finchley Road Tube.) Pri. 5914. [7434

1938 series 2 Morris 8hp saloon, black, maroon upholstery, recelluloised, completely overhauled, taxed, guaranteed 3 months; £350.—K.L.M. Motors, Ltd., 101, Brighton Rd., Coulsdon, Surrey. Tel. Uplands 4841. [1033

£299.—1938 Morris 8 de luxe saloon; really excellent mechanically; nearly new tyres, excellent exterior; this vehicle is outstanding value at this price; don't miss it; 3 months' guarantee; hire purchase; exchanges.
LAMBS OF WOOD GREEN, Finchley Showrooms, 421, High Rd., Finchley, N.12. Fin. 6221. [9018

1946 Morris 8hp saloon, black with brown leather, 1st regd 5/6/46, mileage 20,000 only, looks like 8,0000; perfect condition; £595; we are prepared to consider any pre-war or post-war car in part exchange and make a very generous allowance.—Herbert Robinson Ltd., Cambridge. Tel. 4461. [1723

Morris Eight Cars Wanted

AS new, post-war Morris 8 required.—30, Ryecroft Rd., S.W.16. Tulse Hill 1288 (day). [0747

PRE-WAR Morris 8hp saloon wanted.—British Star Oil Co., 65, Highbury Park, N.5. Can. 1080. [8260

ROWLAND SMITH'S, the Morris 8 buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.

CASH buyers of low-mileage Morris 8s; distance no object.—Hattons, Lord St., Southport. Tel. 2268.

REQUIRED urgently, post-war Morris 8.—Lyne, Frank & Wagstaff, 3-5, Crouch End Hill, N.8. Mountview 4401. [2659

MORRIS TEN

OVERSEAS CARS, Ltd.
1948 Morris 10 saloon, green with green leather, mileage 16,500; £795.—For other Overseas Cars bargains see page 57.
OVERSEAS CARS, Ltd., 227, Brompton Rd., Knightsbridge, S.W.3. Tel. Kensington 7475. [2151

C.M.I. CAR SALES (Pri. 6623) offer:—
1947 Morris 10 4-door saloon, one owner, immaculate.—Swiss Cottage, Finchley Rd., N.W.3. [1554

MORRIS 10 1939 model, recelluloised, showroom condition; £465.
KING'S AUTOS, 725-727, High Rd., Seven Kings, Essex. Tel. Seven Kings 3526 and 3527. Open week-days 9 a.m. to 7.30 p.m. [2109

1948 Morris 10 saloon, black with brown interior, very nice condition; £795.
FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gla. 2234. [1039

MORRIS 10hp 1935 cabriolet saloon, engine, tyres, battery, really excellent, rest good; £120.—4, Nemoure Rd., London, W.3. [1875

QUEEN'S ROAD AUTOS.—1948 Morris 10 4-door saloon, in very nice condition, bargain; £595.—62, Queen's Rd., Peckham, S.E.15. New Cross 5960. [3864

1946 Morris 10 saloon de luxe, unscratched, black with brown hide interior, reconditioned engine fitted on 21/11/51, exceptional condition throughout; £675.
MAGDALEN MOTORS, 311, Trinity Rd., Wandsworth Common. Battersea 5575. [7751

1947 Morris 10 saloon (reg. Dec. 1946), black with brown hide upholstery, like new inside, splendid condition in every way; £675.—Pantiles Service Garage, London Rd., Guildford 5326. [9351

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

MORRIS TEN

£666—Absolutely genuine 1946.7 Morris 10 de luxe saloon; very carefully and spotlessly used; tiny mileage, interior like new; 3 months' guarantee; hire purchase, exchanges.
LAMBS OF WOOD GREEN, Finchley Showrooms, 421, High Rd., Finchley, N.12. Fin. 6221. [9016

TANKARD & SMITH, Ltd., offer 1938 Morris 10 saloon de luxe, finished in maroon, in excellent mechanical order, recently resprayed; £585, terms and exchanges.—97, Peckham Rd., S.E.15. Tel. Rodney 2051. [2525

1946 Morris 10, black, brown leather, sliding roof, in perfect condition throughout, an interesting car with an unusual history, offered with our usual 3 months' written guarantee and 2 free after sales services.
CEDARS GARAGE (LEWISHAM), Ltd., Lee Terrace, Lewisham, S.E.13. Lee Green 2920. [1895

595 ens.—Morris 10, April 1947, de luxe 4-door saloon, black, sliding head, brown leather, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [1559

Morris Ten Cars Wanted

URGENTLY required, post-war series M Morris 10 saloon.
LYNE, FRANK & WAGSTAFF, Ltd., 3-5, Crouch End Hill, N.8. Mountview 4401. [6801

AS new, post-war Morris 10 required.—Fortune 53 Cambridge Rd., E.11. Tulse Hill 2768 (day)

ROWLAND SMITH'S, the Morris 10 buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.

CASH buyers of low-mileage Morris 10s; distance no object.—Hattons, Lord St., Southport. Tel. 2268.

ALMOST new Morris 10 required; cash payment.—Morley, 54, Streatham Hill, S.W.2. Tulse Hill 4488. [6845

MORRIS TWELVE

1937 Morris 12 saloon, £525.—Barnes, 315, Finchley Rd., N.W.3. Hampstead 2221. Mai. 1627. [8097

Morris Twelve Cars Wanted

ROWLAND SMITH'S the Morris 12 buyers.—Hampstead High St., (Hampstead Tube). Ham 6041.

MORRIS FOURTEEN

RAYMOND WAY.

RAYMOND WAY OF KILBURN.

RAYMOND WAY, the hire purchase specialists.

1939 Morris 14 saloon, colour black with brown leather upholstery, this car is well above average for its age and can be recommended; 599gns.

HIRE purchase terms on the spot with no references, no formalities or guarantors; top price in part exchange on your present motor cycle or car; unique 3 months' written guarantee; always 200 cars under £400 to choose from.
RAYMOND WAY, Canterbury Rd., Kilburn, N.W.6. (Maida Vale 6044 connecting all branches and departments (Kilburn Park Station, Bakerloo line, 150 yards).

1939 Morris 14 series 3 de luxe saloon, moderate mileage, excellent condition, taxed; £545.—848, King St., Hammersmith. Riverside 2657-8. [1516

1939 (June) Morris 14 de luxe saloon, one owner, in exceptional condition throughout, black with brown leather; £425.—Jacquier, Ltd., 225-7 Hammersmith Rd., W.6. Riverside 6677-8. [9756

MORRIS OXFORD

PHILIP RICKARDS, Ltd., offer:—

1950 Morris Oxford, maroon, 8,000 miles.—4, Brick St., Park Lane, London, W.1. Grosvenor 4772-3. [1977

WARWICK WRIGHT Ltd., offer:—

1950 Morris Oxford saloon, black, brown leather, 9,000 miles.

1950 Morris Oxford saloon, green, brown leather, radio, 5,000 miles.
WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [9743

1949 Morris Oxford saloon, colour green, immaculate condition throughout; £675.

COLE'S GARAGES, Worple Rd., Wimbledon, London, S.W.19. Tel. Wimbledon 0195-6. [1847

1949 Morris Oxford saloon, maroon, mileage 12,000, very clean; £1,075.—Cranmore, Tel. 2040, Potters Bar. [4045

1950 Morris Oxford, superb condition, 9,000 miles, heater; £975.—Knowles, Paddock Brow, Brass Hill, Oxford. [1909

1951 series Morris Oxford saloon, almost unused.—Green & Zonis, Ltd., 246-252, Deansgate, Manchester, 3. Tel. Deansgate 3525-6. [1645

1949 Morris Oxford saloon, grey, 19,000 miles, £950.—L. F. Dove, Ltd., 111-115, Addiscombe Rd., Croydon, Addiscombe 3066. [7447

1949 Morris Oxford, 14,000 miles, colour black; £925.—Clayton's Cars (London), Ltd., 337, Euston Rd., London, N.W.1. Tel. Euston 5228 (5 lines). [1446

1950 Morris Oxford saloon, under 10,000 miles, new condition, choice of two, grey or maroon; £1,025.—Dobsons Ltd., Morris Agents, Staines, Middlesex. Tel. 201. [8415

Morris Oxford Cars Wanted

CMT THE CAR MART, Ltd., wish to purchase Morris Oxford cars.—150, Park Lane, W.1. Grosvenor 3434. [0717

AS new, post-war Morris Oxford required.—30, Rivercourt Rd., S.W.16. Tulse Hill 1288 (day). [0749

MORRIS SIX

1950 Morris Six saloon, 8,000 miles; £1,075.—Hoys Autos, Ltd., Euston 2700. [9758

1950 Morris Six saloon, quite new.—Durngate House, Durngate Place, Winchester. [2007

MORRIS SIX

1950 saloon, black, H.M.V. radio, heater, loose covers, carefully serviced; £1,050.—Campbell Symonds, Wembley 6262. [5301

1400 miles.—1950 Morris Six saloon.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3588. [1399

MORRIS MISCELLANEOUS

GORDON CARS (LONDON), Ltd.—1948 Morris 10hp saloon; £655.

GORDON CARS (LONDON), Ltd.—1949.50 Morris Oxford saloon; £595.

GORDON CARS (LONDON), Ltd.—1950 Morris Six saloon; £1,175.

GORDON House, 373, Euston Rd., London, N.W.1. Euston 6611. [1377

TANKARD & SMITH, Ltd., offer the choice of many Morris 8s, 10s and 12s from their vast stock of over 200 used cars all subject to three months' written guarantee.—198, King's Rd., S.W.3. Tel. Flax. 4801-3. [0379

Morris Miscellaneous Cars Wanted

ROWLAND SMITH'S, the Morris buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0979

MORRIS wanted.—Smith's, 86, Chalk Farm Rd., N.W.1. Gul. 2767.

MARSTON MOTOR Co. for your Morris.—Tel. Sta. 8000. Seven Sisters Rd., Tottenham, N.15.

JACK OLDING, Ltd., 8-10, North Audley St., W.1. Morris retailers, require cars in first-class condition. Mayfair 5242. [0914

CASH buyers of low-mileage Morris Minor, Oxford and Six; distance no object.—Hattons, Lord St., Southport. Tel. 2268. [0798

SIMPSON'S MOTORS (WEMBLEY), Ltd., wish to purchase all models Morris from 1937 onwards.—Wembley 8691/2. [0670

C. A. PETO, Ltd., 42, North Audley St., W.1, urgently require post-war small mileage Morris cars in first-class condition.—May 5051. [6081

Morris Spares and Service

MORRIS 8 Series 1 and 11 front wings, £11 a pair, rears £6 a pair.—Brooks Cars, 94, Queens Rd., Brighton. [0452

BARKERS MOTORS (LONDON), Ltd., Tel. Balham 6666, for Morris spares, sales and service.—209, Balham High Rd., S.W.17.

WEST London.—Rogers Garage, repairs and service; stockists. New address: Wellesley Ave., Paddenswick Rd., W.6. Riverside 2644-5. Old and new friends welcome. [5614

MORRIS 8 owners—take advantage of our comprehensive stock of spare parts and replacement units; price list on application.—Fairley's Morris 8 Specialists, John St., Sheffield, 2. Tel. 22876. [0285

Nash Cars Wanted

SIMPSON'S MOTORS (WEMBLEY), Ltd., wish to purchase all models Nash from 1937 onwards.—Wembley 8691-2. [0963

OLDSMOBILE

LEX GARAGES, Ltd., offer:—

1950 Oldsmobile 98 model saloon de luxe, hydramatic drive, radio, heater, white-wall tyres, loose covers, finished in blue with grey upholstery, genuine total mileage 15,000.
ALSO

1950 Oldsmobile 76 model, right-hand drive, radio, heater, white-wall tyres, finished in grey with grey upholstery, genuine mileage 15,000.
BOTH the above cars may be inspected at our showrooms at 2, Lexington St., London, W.1. Gerrard 8609. [2014

SIMPSON'S MOTORS offer:—

LATE type Oldsmobile 4-door saloon, hydramatic drive, for full list see under "American Cars."
SIMPSON'S MOTORS (WEMBLEY) Ltd. (American Car Specialists). Wembley 8691-2 [1210

DISTRIBUTORS (RAWLENCE), Ltd., Sales Service and Spares, Blindley Heath, nr. Lingfield, Surrey. Tel. Lingfield 330-1.

1939 6-cyl. Oldsmobile saloon, in exceptional condition; £725.
DISTRIBUTORS (RAWLENCE), Ltd., Blindley Heath, nr. Lingfield, Surrey. [0113

1950 Oldsmobile Six 2-door f.h. coupe, 5-6-seater, Futuramic transmission, radio and heater, 5,000 miles.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3588. [1398

OLDSMOBILE main dealers for London, Middlesex, Essex and adjoining counties.—Lex Garages, Ltd., 2, Lexington St., W.1 (Gerrard 8600). Service Workshops and Spare Parts, 7, Pembridge Villas (nr. Westbourne Grove), W.11 (Bayswater 6725-7). [0576

Oldsmobile Cars Wanted

OLDSMOBILE main dealers.

LEX GARAGES, Ltd., are interested to buy recent model Oldsmobile cars.
LEX GARAGES, Ltd., 2, Lexington St., W.1. Gerrard 8600. [0627

BRITISH & COLONIAL MOTORS, Ltd., require good Oldsmobile cars.—Upper St. Martin's Lane, W.C.2. Tem. 3588. [1385

SIMPSON'S MOTORS (WEMBLEY), Ltd., wish to purchase all models Oldsmobile from 1937 onwards.—Wembley 8691-2.

OPEL

RECONDITIONED Opel models Cadet, 1½-litre Olympia and 2½-litre Super 6 available from stock; 3 months' guarantee; terms and exchanges.—Maxwell Motors, Ltd., Southampton St., Southampton. Tel. 3266, 4944. [7757

OPEL

225 ens.—Opel Cadet, 1937, 12hp saloon, black, maroon leather, good tyres, very good condition; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [1565

Opel Cars Wanted

ROWLAND SMITH'S, the Opel buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0980

MAYNER MOTORS, Ltd., Opel distributors, buyers of all models.—1-6, Southampton St., Southampton. Tel. Southampton 3266, 4944. [0681

PRIDE & CLARKE, Ltd., the Opel distributors, offer immediate cash payment for all models.—237, Brixton Hill, S.W.2. Tul. 3664. [0056

Opel Spares and Service

PRIDE & CLARKE, Ltd., new brake and clutch linings, valves, springs, piston rings; quotations.—Stockwell Rd., S.W.9. Bri. 6251. [0733

MAYNER MOTORS, Ltd., distributors; Opel spare parts and reconditioned engine service.—Southampton St., Southampton. Tel. Southampton 3266, 4944.

PACKARD

JOE THOMPSON (MOTORS), Ltd., offer:—

A LATE model Packard 4-door saloon, colour blue, registered April, 1950.

1939 Packard 6 4-door saloon, colour black.
JOE THOMPSON (MOTORS), Ltd., 97, Fulham Rd., South Kensington (next to Michelins). Ken. 4656.

LEONARD WILLIAMS & Co. (1940), Ltd., Great West Rd., Brentford, Middlesex, Ealing 3400.

PACKARD Sole Concessionaires offer:—

1951 Packard 200 de luxe, 4-door sedan.

RHD Ultramatic transmission, radio with electrically operated antenna, heater and "Clear Across" demister, twin fog lamps, windshield washer, and many other extras; very low mileage.

A Packard Clipper eight de luxe, 4-door, blue saloon with right-hand drive, radio and seat covers, 27,000; £2,150.

1947 Packard Clipper eight de luxe, 4-door black saloon with right-hand drive, overdrive, radio, heater, demister, seat covers, 30,000 miles; £1,950.

PACKARD Sole Concessionaires, offer a selection of completely reconditioned 1938 and 1939 saloons and drop head foursomes.
LEONARD WILLIAMS & Co. (1940), Ltd., Great West Rd., Brentford, Middlesex. Ealing 3400. [0382

1939 Packard 30hp saloon, guaranteed; £465; payments.—Oldfield, 586, Kensington High St., W.14. Western 6651. [2106

PACKARD 30hp drop head coupe, engine rebored, crankshaft reground, 5,000 miles, open R.A.C. inspection; £370.—13, Blackshots Lane, Grays. Til. 4476. Consider part exchange. [1141

CAMDEN MOTORS.—Packard 8 de luxe Clipper right-hand drive saloon, 1947, equipped with overdrive and electromatic clutch, super-modern-styled bodywork with swept streamlined tail like 1949 model, leather-trimmed upholstery, nylon loose seat covers, radio of most magnificent tone, heater, demisting, Screenwash, concealed interior lighting, etc., maintained since new by Packard concessionaires, and in superb order throughout; £1,745.

CAMDEN MOTORS.—Packard 8hp special foursome drop head coupe, 1938, with the very attractive Fisher bodywork, nicely finished in deep maroon with grey leather interior and hood to match, recent £90 overhaul to engine, gear box and back axle, outstanding order; £595.

CAMDEN MOTORS.—Packard for limousines. See full-page advertisement in this issue.

CAMDEN MOTORS, Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines). Write for post-free catalogue. Nearly 500 cars ready for inspection and purchase. Hire purchase facilities. Part exchanges. Free delivery anywhere in the United Kingdom. Fares refunded to purchasers from any part of the country. Showrooms open till 8 p.m. from Monday to Saturday. [2201

A & S—Limousine, 1936, original private owner, partition, widest occasionals, 67,000 miles only, in exceptional condition.

LIMOUSINE, 1939, partition, widest occasionals, black, certified mechanically, desirable condition. £925.

ALPE & SAUNDERS (100-Limousines), Providence Court, North Audley St., Mayfair-2941. [1432

Packard Cars Wanted

ROWLAND SMITH'S, the Packard buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.

CASH immediately for good Packard.—H. F. Edwards, 154, Gt. Titchfield St., W.1. Langham 0012. [1658

SIMPSON'S MOTORS (WEMBLEY), Ltd., wish to purchase all models Packard from 1937 onwards.—Wembley 8691-2. [0671

LEONARD WILLIAMS & Co. (1940), Ltd., Packard Sole Concessionaires, Great West Rd., Brentford, Middlesex. Ealing 3400. [0191

JOE THOMPSON (MOTORS), Ltd., Packard specialists, 97, Fulham Rd. (next door to Michelins), S. Kensington. Kensington 4656. [0802

Packard Spares and Service

JOE THOMPSON (MOTORS), Ltd., Packard specialists 97, Fulham Rd. (next door to Michelins), S. Kensington. Kensington 4656. [0805

LEONARD WILLIAMS & Co. (1940), Ltd., Packard sole concessionaires, Packard Buildings, Great West Rd., Brentford, Middlesex. Ealing 3400. [3469

PEUGEOT

DICKS.

1947 Peugeot 11hp saloon, genuine French model, ready for hard work; £595.
DICKS CAR SALES, Ltd., 585-601, High Rd., Kilburn, Maida Vale 6686-8. [4367

PLYMOUTH

SIMPSON'S MOTORS offer:—

1949 Plymouth 4-door saloon, fitted with heater and seat covers; for full list see under "American Cars."
SIMPSON'S MOTORS (WEMBLEY), Ltd. (American Car Specialists). Wembley 8691-2. [1207

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

PONTIAC

CAMDEN MOTORS.—Pontiac streamliner 8 de luxe 6-seater saloon, 1948, 4-door model with hydramatic drive, heavy chrome front fender moulding, chromed gravel guards and large type embellishers, late property of American bank executive in London, chauffeur driven, mileage 16,700, immaculate steel grey finish with duo-grey broadcloth interior, built-in radio, heater and other extras; £1,545.

CAMDEN MOTORS.—Pontiac streamliner 6 de luxe saloon, 1948, with similar type body to above, but slightly smaller horse-power, hydramatic drive and all extras, radio, heater, de-misting, nylon seat covers, etc., beautiful condition; £1,535.

CAMDEN MOTORS, Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines). Write for post-free catalogue; hire purchase, part exchanges; free delivery; showrooms open till 8 p.m. Monday to Saturday. [1626

Pontiac Cars Wanted

BRITISH & COLONIAL MOTORS, Ltd., require good Pontiac cars.—Upper St. Martin's Lane, W.C.2. Tem. 3588. [1384

SIMPSON'S MOTORS (WEMBLEY), Ltd., wish to purchase all models Pontiac from 1937 onwards.—Wembley 8691-2. [0672

Pontiac Spares and Service

FOR Pontiac spares and Pontiac service.

U.S. CONCESSIONAIRES, Ltd., Pontiac Works, Jubilee Place, Chelsea, London, S.W.3. Tel. Flaxman 7752.

SOLE distributors Great Britain for Pontiac cars and Pontiac parts. [0517

Porsche Spares and Service

COLBORNE GARAGE, Ltd., Ripley, Surrey, the Volkswagen people, now announce service repairs, etc., for the Porsche. Tel. Ripley 2361. [0629

RACING CARS

COOPERS GARAGE (SURBITON), Ltd., of Surbiton. Tel. Elm. 3546, are the sole concessionaires for Great Britain of the Cooper 500 and 1,000cc formula racing cars. [0621

LONG chassis late 1950 Cooper, fitted with special ex-Pernihough 1378cc 95bhp J.A.P. twin, believed most powerful normally aspirated twin in country; new Norton gear box and ZF diff.; new set racing Dunlops; also Norton twin o.h.c. 499 engine incorporating latest Beart Modifications; offers to—George Hartwell, Ltd., 35-41, Holdenhurst Rd., Bournemouth. [1758

RAILTON

HAROLD RADFORD & Co., Ltd.

FIRST registered July, 1946, Railton foursome drop head coupe, 28.6hp, speedometer reading 45,557 miles, completely overhauled mechanically and fitted with new hood and tonneau cover, colour-black with brown leather upholstery, fitted radio, heater and Ace discs, in virtually new condition.

HAROLD RADFORD & Co., Ltd., Melton Court, South Kensington, S.W.7. Tel. Kensington 6642 (5 lines). [2079

MAJOR J. P. S. BARBER, 65, Linden Gardens, W.2. Bayswater 6755; all models available and wanted. [5467

1938 Railton Sandown saloon, immaculate condition throughout, all new tyres; will accept £495.—Kingston 4008. [1656

A.I. MOTORS (LONDON), Ltd., offer a second-to-none selection of Railton cars, also all spares.—26 (b), Belgrave Rd., S.W.1. Victoria 8285. [0555

Railton Cars Wanted

CASH immediately for good Railton.—H. P. Edwards, 154, Gt. Titchfield St., W.1. Langham 2012. [1839

RENAULT

RENAULT cars, spare parts, repairs and service.—Renault Ltd., Western Ave., Acton, W.3. Acorn 4656.

CAR MART, Ltd.

1950 Renault saloon, 8,000 miles; £795.—Car Mart, Ltd., 520, Euston Rd., N.W.1. Euston 1212. [1555

WELHAMS RENAULT SALES SERVICE, Surbiton Hill Rd., Surbiton (Embridge 1875), offer:—

1939 26hp 6-str. saloon, reconditioned; £350.

1936 Renault 14hp 7-seater limousine, excellent condition; £375.

1937 12hp saloon, reconditioned, black; £330. [0126

ROSE & YOUNG, Ltd., offer 1939 model Renault de luxe saloon, black, leather, 4 cylinders; £250.—65-67, Sternhold Ave., Streatham Hill, S.W.2. (1 minute Streatham Hill Station.) Tulse Hill 6464, 6649.

595 gns.—Renault 8 (January, 1949) 4-door saloon, bronze, brown leather, one careful owner, small mileage, unworn tyres, exceptional condition, taxed; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [1565

Renault Cars Wanted

ROWLAND SMITH'S, the Renault buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.

WELHAM'S RENAULT SALES & SERVICE, Surbiton Hill Rd., Surbiton, Embridge 1875, purchase all models. [0127

URGENTLY wanted for cash, post-war Renault.—Connaught Engineering, Portsmouth Rd., Send, Surrey. Ripley 3178. [0375

RILEY

CAR MART, Ltd.

1950 Riley 1½-litre saloon, 15,000 miles; £1,495.

1949 Riley 2½-litre saloon, radio, 6 months' guarantee; £1,325.—Car Mart, Ltd., 130, Park Lane, W.1. Grosvenor 3434. [1554

SLOCOMBES, Ltd.

1933 14hp, black, good tyres, clean appearance, £185.

SLOCOMBES, Ltd., 39-52, Dudden Hill Lane, N.W.10. Willesden 4869. [1074

SUSSEX specialists for reconditioned Riley cars, repairs, spares.—Lewes Motors, Ltd., Lewes.

RILEY

JACK ROSE, Ltd., offer:—

1947 Riley 2½-litre sports 4-door saloon, almost unmarked inside and out, black with red hide upholstery, small mileage, open to any examination; £1,115.—Jack Rose, Ltd., Stafford Rd., Wallington, Surrey. Wallington 0677-8. [1725

HAROLD RADFORD & Co., Ltd.

1948 (Sept.) 2½-litre Riley saloon, black with brown leather and cloth upholstery, speedometer reading 16,913 miles, fitted with new tyres, in exceptional condition throughout.

HAROLD RADFORD & Co., Ltd., Melton Court, South Kensington, S.W.7. Tel. Kensington 6642 (5 lines). [0591

BOON & PORTER Ltd., distributors.

1948 1½-litre Riley saloon, black, with H.M.V. radio, reconditioned throughout; £1,095.

1948 2½-litre Riley saloon, offered on behalf of owner-driver; black; £1,195.

1947 1½-litre Riley saloon, black; £925.—Castelnau, S.W.13 (by Hammersmith Bridge). Riverside 4444. [1231

H. A. SAUNDERS, Ltd., Radlett, Herts.

1947 Riley 1½-litre saloon, mileage 23,000; £1,000.—Tels. Radlett 6167 and 4849. [2316

GUY SALMON AUTOMOBILES, Ltd., offer:—

1947 Riley 1½-litre saloon, 35,000 miles; £1,095.—Portsmouth Rd. Thames Ditton Emberbrook 5551-3-5. [0712

WELBECK MOTORS, Ltd., proudly present:—

1950 2½-litre Riley drop head coupe, the rarest and most desirable of all post-war Riley productions, 10,000 miles, but condition is identical to new, extras include heater, rimbellishers and special brake-linings; £2,000.

WELBECK MOTORS, Ltd., Car Sales Division of World Famous Car Hire Company, 107, Crawford St., London, W.1. Welbeck 3991. [6057

GORDON CARS (LONDON), Ltd.—1950 Riley 1½-litre saloon; £1,495.

GORDON CARS (LONDON), Ltd.—1949 Riley 1½-litre saloon; £1,375.

GORDON CARS (LONDON), Ltd.—1947 Riley 2½-litre saloon, £1,095.

GORDON House, 373, Euston Rd., London, N.W.1. Euston 6611. [1378

1951 model 1½-litre Riley saloon, sun bronze/red leather, 7,000 miles, radio and heater.

RIPCO, Ltd., 16, Albemarle St., Mayfair, W.1. Regent 2932/3/4. [1357

PERFORMANCE CARS.—Good selection always available, written guarantee; see under "Sports Cars."

BEARTS, of Kingston, Riley specialists, sales, spares, repairs.—102, London Rd., Kingston. Kingston 5346.

1934 Riley 9 Monaco saloon, excellent mechanical condition, good tyres, body needs attention; £150.

A.L. SERVICE STATION, Kingston Vale, S.W.15. Kin. 4333. [1648

1949 Riley 2½-litre saloon, black, H.M.V. radio, leather, immaculate condition; £1,425.—Below.

1947 Riley 1½-litre saloon, one owner, green and black, nice condition; £965.—Silverthorne Motors, Ltd., 1013, Finchley Rd., N.W.11. Meadway 2388. [2148

100 miles, 2½-litre Riley 2-3-seater sports.—Sidney Marcus, Ltd., 33, Sloane St., S.W.1. Tel. Sloane 3557/6970. [1986

1946 (December) Riley 1½-litre saloon, black, brown leather, excellent condition throughout, £775.—Perivale 7566. [2065

RILEY 1½-litre 1947, with heater, black, lovely condition; £950 or near offer.—John Alcock, Walley St., Biddulph, Stoke-on-Trent. [2024

1950 Riley 2½-litre foursome drop head coupe, 15,000 miles.—C. A. Peto, Ltd., 42, North Audley St., W.1. Mayfair 3051. [1628

1947 Riley 1½-litre saloon, one owner, exceptional condition; £975.—Colin Haines, Ltd., 30a, Bourdon St., W.1. Mayfair 2338. [1869

1947 Riley 2½-litre saloon, exceptional condition throughout.—Beardmore Service, 26, Queensway, Bayswater, W.2. Bayswater 0158. [5734

1947 1½-litre Riley saloon, black with red leather, one owner, 25,000 miles, chauffeur-kept; £1,075.—Woking Motors (Maybury Hill), Ltd., Woking 1928. [5417

165 gns.—Riley 12.6 1934 model Mentone 4-door saloon, black, sliding head, blue leather, manual change, good condition; terms, exchange.—Rowland Smith, below.

595 gns.—Riley Big 4 (1938 model) 16hp Kestrel 4-door sports saloon, maroon, sliding head, red leather, manual gear change and overdrive, carefully used, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [1961

1950 (April) Riley 1½-litre saloon in green with beige leather, fitted heater, one owner, 8,000 miles, as new; £1,485; 1948 (July) Riley 2½-litre saloon black with brown leather, one owner, 26,000 miles, perfect; £1,150.—Gibbons Sports Cars (Christchurch) Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1681. [0677

BLUE Streak!!—A rare example of the famous 16hp 4-cyl. Riley, March 1940, fitted luxurious drop head foursome coupe body, in deep maroon with grey hood, P.100 long range headlamps, spotlights, twin note horns, screen demisters, hydraulic jacks, five new tyres, taxed a fast, luxurious car offered at the very reasonable price of £675.

BRIAN FINOLASS, Bugatti Sales & Service, 2, Penbridge Mews, Bayswater, W.11. Bayswater 5951. After 6 Tulse Hill 4755. [940

Riley Cars Wanted

CAR MART, Ltd., wish to purchase Riley cars.—150, Park Lane, W.1. Grosvenor 3434. [0969

ROWLAND SMITH'S, the Riley buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0993

CASH immediately for good Riley.—H. P. Edwards, 28, Upper High St., Epsom. Epsom 9400. [1943

CASH buyers of low-mileage 1½-litre Rileys; distance no object.—Haltons, Lotd St., Southport. Tel. 2268.

ALMOST new Riley required; cash payment.—A. Morley, 54, Streatham Hill, S.W.2. Tulse Hill 4488. [0947

BLAKES, Riley distributors, will purchase any non-covenant Riley cars.—116, Bold St., Liverpool, 1. Tel. Royal 6822. [7735

C. A. PETO, Ltd., 42, North Audley St., W.1, urgently require post-war small mileage Riley cars in first-class condition.—May, 3051. [6028

URGENTLY require 1946-9 1½-2½-litre saloons.—Rex Neale Riley Specialists, Shambleburst Lane, Botley, Southampton. Tel. Botley 158. [3065

MOTOURISTS (LONDON), Ltd., are immediate cash buyers of post-war Riley saloons.—Great North Rd., E. Finchley Station, N.2. Tudor 2501-2. [0708

URGENTLY required, low-mileage 1947-50 Riley 1½- or 2-litre saloon.—Gibbons Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1681. [5397

ROSE & YOUNG, Ltd.—Wanted, small mileage 1½- or 2½-litre Riley 1938 model, if possible.—65-67, Sternhold Ave., Streatham Hill, S.W.2. (1 minute Streatham Hill Station.) Tulse Hill 6464 and 8182.

Riley Spares and Service

ARCOT MOTORS, Ltd.

ARCOT MOTORS, Ltd.—Preselector gear boxes; exchange and repairs.—169, Fulham Rd., S.W.3. Kensington 7301. [0238

BOON & PORTER, Ltd.

RILEY distributors.—Spares and specialised service.—Castelnau, Barnes, S.W.13. Riverside 4444. By Hammersmith Bridge. [0147

PRE-SELECTOR gear boxes.—H. & A. Engineering, 55, Grant Rd., Addiscombe 2931. [0761

HARTLEY'S for Rileys, spares and service.—165-171, Stanstead Rd., Forest Hill, S.E.23. Forest Hill 2214-5.

J. JAMES (LONDON), Ltd., carry the largest stock of Riley spares in the country, special equipment for mechanical and coach repairs.—Carkers Lane, Highgate Rd., London, N.W.5. Gul. 5446. [0038

RILEY distributors for 29 years.—Comprehensive list of spares, quotation and advice invited; send your engines for complete overhaul by specialists.—Moss's Agencies, Ltd., High St., Leamington Spa. Tel. 67. [2397

ROLLS-ROYCE

CAR MART, Ltd.

1950 Rolls-Royce foursome fixed coupe by Gurney Nutting, 9,000 miles; £5,950.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 3434. [1535

HRH.

R. OWEN, Ltd.,

17, Berkeley St.

GREAT BRITAIN'S leading specialists in Rolls-Royce and Bentley cars.

PROUD members of the Swain Group.

A NATIONAL Motoring Organisation.

1936 Rolls-Royce Phantom III Sedanca de Ville by Gurney Nutting, in black, upholstered brown leather, this beautiful model is well equipped extras and is in exceptional condition. Ref. H.7458.

1935 Rolls-Royce Phantom II 4-light limousine by Windover, in blue, with black wings, upholstered black leather to front, grey cloth to rear, occ. seats, extras, in very good condition throughout. Ref. H.5447.

1934 Rolls-Royce Phantom II sports saloon by James Young, in olive green, upholstered brown pigskin, extras, this lovely car is in excellent condition throughout. Ref. H.8215.

1934 Rolls-Royce Phantom II Continental close coupled saloon (SR) by Barker, in black, upholstered dark brown leather, in first-class condition. Ref. H.7519.

1948 Rolls-Royce Silver Wraith saloon with division (SR) by Hooper, in black, upholstered brown leather, beautifully equipped and of course mechanically perfect. Ref. H.8300.

A VERY good looking Rolls-Royce 20/25 sports saloon (SR) by Rippon Bros., in black, upholstered blue hide, with discs, loose covers, etc., in excellent order, built 1935. Ref. H.7623.

ALL cars carry our unique six months' guarantee, unless otherwise stated at time of purchase. Please write or 'phone for details to:—

HRH. R. OWEN, Ltd.,

17, Berkeley St.,

LONDON, W.1.

TEL. Mayfair 9060 [1963

COACHCRAFT offer:—

1933-4 Rolls 20/25 Freestone & Webb 4-door 4-light sports saloon with built-in hood and sliding head, a most pleasing body of modern appearance, first-class chassis with excellent history, leather upholstery; £845 or near offer; available for A.A. or R.A.C. inspection; terms and exchanges.

COACHCRAFT, Elm Rd., Evesham. Tel. 6539. [1972

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

ROLLS-ROYCE

JACK BARCLAY Ltd.

LARGEST official retailers of Rolls-Royce and Bentley, stock list of used models on request to 12-13, St. George St., Hanover Sq., London, W.1. Tel. Mayfair 7444.
JACK BARCLAY, Ltd [0065

FOX.

OFFICIALLY appointed Rolls-Royce and Bentley retailers of H. J. Mulliner coachwork, have a large selection of Rolls-Royce and Bentley cars including the undermentioned:—

1948 H. J. Mulliner sports saloon with division, black with beige leather, one owner only, £5,250.

H. A. FOX & Co., Ltd., 3-5, Burlington Gdns., Old Bond St., London, W.1. Regent 7687.
FOX. [1887

RIPPON

RIPPON.

RIPPON BROS., Ltd.

NORTHERN Rolls-Royce specialists since 1905.

1936 25hp Rolls-Royce saloon by Park Ward, black with beige leather upholstery.

1936 (Nov.) 50hp touring limousine by Rippon.

YOU can buy with confidence from the largest distributors.
RIPPON BROS., Ltd., Huddersfield 6540 (5 lines), also at Bradford, Leeds and Sheffield. [0905

R. C. MORTLAKE offers:—

1933 25hp Gurney Nutting sedanca sports saloon with boot, complete Rolls history from new; £1,095.

1934 25hp Hooper sports saloon with boot; £1,150.

1936 H. J. Mulliner sports saloon with boot; £1,850.—R. C. Mortlake, 255, Kensal Rd., London, W.10. Ladbroke 3155, after 6.30 Arnold 3604. [2197

RUSSELL MOTORS offer:—

1935 Rolls-Royce close-coupled sports saloon with boot by Hooper, bucket seats, no division, black and brown leather, original tool kit complete, full Rolls history.

THE above car subject to any trial or examination.

RUSSELL MOTORS (KNIGHTSBRIDGE), Ltd., 47, Sloane St., S.W.1. Tel. Sloane 5288. [1598

CYRIL SHEPPARD offers:—

1938 Phantom III Mulliner limousine, electric division.—102, Kings Rd., Reading 2712. [0850

JACK OLDING OF MAYFAIR.

OFFICIAL Rolls-Royce and Bentley retailers.

OFFER:—

1938 Rolls-Royce Phantom III enc. drive limousine de ville by Mulliner, black with black lthr. and fawn cloth, £1,750.

1937 Rolls-Royce Phantom III enc. drive limousine by Park Ward, black with black lthr. and fawn cloth, £1,975.

1937 Rolls-Royce Phantom III enc. drive limousine by Mulliner.

1936 Rolls-Royce 25/30hp 4-door saloon by Young, £2,350.

1935 Rolls-Royce sports saloon with div. by Young, black with grey lthr., £1,795.

1934 Rolls-Royce foursome coupe de ville by Thrupp & Maberly, black with beige lthr., £1,450.

1934 Rolls-Royce 20/25hp enc. drive limousine by Windover, black with blue lthr., £1,250.

DELIVERY of new and used cars quoted on application.

AUDLEY House,
NORTH Audley St., W.1.
MAYFAIR 5242. [1507

HAROLD RADFORD & Co., Ltd.,

INVITE you to call and inspect their unique selection of Rolls-Royce cars.

1937 (March) Rolls-Royce Phantom III sports saloon with division, large built-in luggage boot at rear and sunshine roof, by Thrupp & Maberly, colour black, speedometer reading 58,848 miles, in excellent condition.

1935 (Nov.) Rolls-Royce Phantom II foursome drop head sedanca coupe by H. J. Mulliner, with large built-in luggage trunk at rear, colour grey, new wings fitted to modernise appearance, speedometer reading 49,000 miles.

HAROLD RADFORD & Co., Ltd., Melton Court, South Kensington, S.W.7. Tel. Kensington 6642 (5 lines). [1498

COOMBS & SONS (GUILDFORD), Ltd., offer:—

1938 Rolls-Royce 25/30 semi-razor edge owner-driver saloon with division, black and green, £2,325.

COOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford. Guildford 62907-8-9. [1961

GUY SALMON AUTOMOBILES, Ltd., offer:—

1939 Rolls-Royce Wraith owner-driver Freestone & Webb razor-edge saloon, genuine 39,000 miles, an immaculate example of this famous model; £3,650.—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3. [7870

ACLAND & TABOR, Ltd., Welwyn 361, offer with three months' guarantee:—

£2000 miles—1935 (July) Rolls-Royce Phantom III 7-seater limousine (face-forward seats) by Park Ward, electrical division, unused 9 years, the whole car is as new throughout, offers invited. [1946

ROLLS-ROYCE

A & S (Limousine Specialists) always display extensive selection modern 7-passenger Limousines.

LIMOUSINE.—1933 20/25 Windover, partition, widest occasionals, black, excellent condition.

LIMOUSINE.—1935 20/25 Park Ward, partition, widest occasionals, black leather, swept tail.

LIMOUSINE.—1935 20/25 H.J.M., swept tail, widest occasionals, partition, black, immaculate.

LIMOUSINE.—1936 July delivery, 25/30, Thrupp, original owner, 64,000, black, swept tail, excellent history.

LIMOUSINE.—1937 Park Ward 25/30, swept tail, partition, widest occasionals, discs, black, immaculate.

LIMOUSINE.—1937, partition, 25/30, H.J.M., 40,000 only, swept tail, desirable condition (Rolls history).

8000 miles only, April 1937, 25/30, Thrupp, swept tail Limousine, forward occasionals, original tyres, amazing condition, Rolls history.

LIMOUSINE.—Wraith, August 1939 delivery, Park Ward, leather throughout, 44,000, black, recent engine overhaul.

LIMOUSINE.—Wraith, January 1939, H. J. Mulliner, 35,000 miles only confirmed by Rolls history, black, semi-razor edge, forward occasionals, delightful condition. Seen:—

ALPE & SAUNDERS (100-Limousines) always purchase Rolls-Royce.—Providence Court, North Audley Street, Mayfair-2941. [1428

MASCOT MOTORS Ltd. offer the following:—

1936 30hp H.J.M. sports saloon with division.

1936 25hp Barker special sedanca.

1935 40/50hp T and M open sport's 4-seater.

1934 25hp T and M 6-light owner-driven saloon.

1934 25hp Hooper sports saloon.

1933 25hp Hooper sports saloon.

1933 25hp Barker owner-driven sedanca.

1932 25hp 4 light foursome coupe.

1932 40/50hp Barker continental sports saloon.

WE are anxious to purchase 20hp and 25hp Rolls-Royce and 3½- and 4½-litre Bentleys with all types of coachwork.
MASCOT MOTORS Ltd., 237, Kensal Rd., Ladbroke Grove, W.10. Ladbroke 1231/2. [6381

£895—1935 Rolls-Royce Phantom II Windover sedanca saloon, with division.
GORDON CARS (LONDON), Ltd., Gordon House, 373, Euston Rd., London, N.W.1. Euston 6611. [1576

1937 25/30 Rolls-Royce Hooper limousine, exceptional condition, also 1934 ditto.
GUY ALFREDS & Co., Ltd., 6-7, Warren St., W.1. Euston 3266. [1568

CHARLES FOLLETT, Ltd., accredited Rolls-Royce and Bentley retailers and repairers offer:—

1948 Rolls-Royce Silver Wraith, 4-door, owner-driver saloon by Park Ward, two-tone grey blue hide, one owner, 22,000 miles only (guaranteed), whole car in perfect order; £5,250.

18. Berkeley St., W.1. May. 6266.

SERVICE Works and Stores, Barnsdale Yard, off Elgin Ave., W.9. Cunningham 5936-8. [1745

ROLLS-ROYCE 25/30 owner-driver saloon de ville, special body by Barker, condition unblemished; £1,750.

EVANS & O'MALLEY, Ltd., Lowndes Sq., Knightsbridge, S.W.1. Sloane 1355, 1709. [3667

SWANMORE GARAGE, Rolls and Bentley Specialists, 1176-1180, Christchurch Rd., Boscombe. Tel. Southbourne 1022.

1937 Rolls-Royce Phantom III owner driver Hooper saloon, capacious luggage boot, exceptionally lovely specimen, 32,000.

1937 Rolls-Royce Phantom III Barker 7-seater limousine.

1936 Rolls-Royce 20-25 Ranleigh owner driver saloon; exchanges, terms. [2056

1937 Rolls-Royce Phantom III Hooper 7-passenger limousine, face-forward occasional seats, solid carpets, terms, exchanges.

GEORGE NEWMAN & Co., 369, Euston Rd., N.W.1. Euston 4468. [1855

EDWARDS & Co. (BOURNEMOUTH), Ltd., Bournemouth (Tel. 1272-3), officially appointed Rolls-Royce retailers and repairers; reliable used cars in stock. [1943

PHANTOM I limousine, division, face-forward occasionals, £150 or exchange smaller car.—Beale Bardon Rd., Coalville, Leicester. Tel. Coalville 609. [1676

1935 25/30hp Rolls-Royce Thrupp & Maberly 7-seater limousine, fawn cloth, face-forward occasionals, £1,500.—Caffyns, Ltd., Folkestone 4070. [1158

VINTAGE AUTOS, of Knightsbridge, the Rolls 20 Specialists.—Always a selection of good Rolls 20s in stock from £185 to £500.—189-195, Pavilion Rd., Sloane St., Knightsbridge. Sloane 4687. [1540

ROLLS-ROYCE 1935 25/30, chassis fitted with 4-door saloon by Thrupp & Maberly, perfect condition throughout, a New Year bargain at £1,050.—Ashmore's, Ltd., Roebuck Lane, West Bromwich. Tel. 0766. [1929

PHANTOM III Hooper saloon with boot and electric division, 38,000, two owners, August 1937, excellent history, exceptional condition.—Alpe & Saunders, Providence Court, North Audley Street, Mayfair-2941. [1427

PERFECT invalid car, 1936 Rolls-Royce Phantom III landaulet, Hooper body with division, 30,000 miles, complete with ramp, 2 chairs (each built at a cost of over £700), undercarriage for outdoor use, Rolls maintained; £2,000.—Bradshaw, "Lynwood," Station Rd., Birstall, Leicester. Tel. 84015. [2214

1948 Rolls-Royce Silver Wraith with sedanca de ville body by H. J. Mulliner, black, beige upholstery, electrically controlled division and rear blind, interior heater and radio, one owner, first registered December, 1948, genuine mileage 15,500, condition throughout indistinguishable from new; £5,950.

W. P. MAIDENS, Sleaford, Lincs. Tel. 155. [5276

ROLLS-ROYCE

CLARKE'S OF PIRBRIGHT, Surrey, automobile engineers, officially appointed retailers and repairers, offer a twenty-four hour service to owners; used cars available for inspection. Tel. Brookwood 2301-2. [0864

THE SOUTHERN MOTOR COMPANY, originators of the Rolls-Royce Replicas, welcome enquiries for used models; works, Old Hunts Green, Lowfield Heath (adjacent to Gatwick Airport); office, Gillian Cottage, Lowfield Heath, nr. Crawley, Sussex. Tel. Crawley 457. [2067

ARCHIE SIMONS & Co., Ltd.—1933 (Oct.) Rolls-Royce 20-25 owner-driver sports saloon with boot, colour black, red leather upholstery, one owner since new, mileage 36,000 only, a most exceptional car and immaculate in every way; £1,395.—94, St. Portland St., W.1. Lan. 1343. [1509

Rolls-Royce Cars Wanted

SOUR demand is urgent

OWNERS who have Rolls-Royce cars for disposal are invited to communicate with the Swain Group of Companies, London office, H. R. Owen, Ltd., 17, Berkeley St., W.1. Tel. Mayfair 9060. Head Office, Hoffmann's Garage, Ltd., Huddersfield Rd., Halifax, Yorks. Tel. Halifax 5944. [0516

CMT

THE CAR MART, Ltd., wish to purchase Rolls-Royce cars.—320, Euston Rd., N.W.1. Euston 1212. [0970

J. MARSHALL.

WANTED, Rolls-Royce 20/22 and 20/25, all types of coachwork, any condition.
J. MARSHALL, 969, St. Albans Rd., Watford. Tel. Garston 2569. [0486

ROLLS-ROYCE or Bentley owners with cars for disposal are invited to get in touch with
JACK BARCLAY, Ltd.,

OFFICIAL retailers of Rolls-Royce and Bentley.

12-13, St. George Street, Hanover Square, W.1. Tel. May 7444. [0095

THE BASINGSTOKE MOTOR Co., Ltd., purchase pre-war Rolls-Royce cars.—By-pass Rd., Basingstoke.

ROWLAND SMITH'S the Rolls-Royce buyers.—Hampstead High St. (Hampstead Tube), Ham. 6041.

HOOPER & Co. (COACHBUILDERS), Ltd., 54, St. James's St., Piccadilly, London, S.W.1. Regent 5242.

WILL be pleased to purchase pre-war and post-war Rolls-Royces, expert advice and valuation of your present Rolls-Royce will be gladly given should you wish to visit our St. James's St. Showrooms. [0694

ROLLS-ROYCE wanted.—Swanmore Garage, 1176, Christchurch Rd., Boscombe. Tel. Southbourne 2064. [2064

ROLLS-ROYCE, 1934/5, 25hp, 7-seater, in good condition, required by the Bucks Motor Co., Ltd., 24/26, Ot. Western St., Aylesbury, Bucks. [2056

WE are open to purchase any type pre-war Rolls-Royce cars, complete or otherwise.—Compton, 69, Westow St., Crystal Palace, S.E.19. Lav. 2362. [0085

RIPPON BROS., Ltd., the Northern Rolls-Royce specialists, special retailers and repairers, wish to buy good late model Rolls-Royce.—Huddersfield 6540 (5 lines). [0015

THE SOUTHERN MOTOR COMPANY is interested in the purchase of all types of Rolls-Royce cars, 20 and 25hp models.—Lowfield Heath, nr. Crawley, Sussex. Crawley 457. [0064

ARTHUR MULLINER, Ltd., Coachbuilders, Bridge St., Northampton, wish to purchase a number of good Rolls-Royce cars. Please send particulars. Tel. Northampton 307. [0813

BROADWAY MOTOR Co. require 25hp Rolls-Royce cars, particularly with owner-driver saloon or d.h. coupe bodywork; years 1930 to 1935.—3-15, Russell Rd., Wimbledon. Liberty 2494. [0017

JACK OLDING, Ltd., 8-10, North Audley St., W.1. Official Rolls-Royce and Bentley retailers, are interested in the purchase of Rolls-Royce cars in first-class condition. Mayfair 5242. [0815

CHARLES FOLLETT, Ltd.—Officially appointed retailers and repairers, buy good late cars.—18, Berkeley St., W.1. May 6266. Service, works and stores: Barnsdale Yard, off Elgin Avenue, W.9. Tel. Cunningham 5936-7-8. [0597

Rolls-Royce Spares and Service

JACK BARCLAY, Ltd.

LARGEST official retailers and repairers of Rolls-Royce cars, servicing or complete overhauls mechanical or coachwork. Large stocks of spares for all models.
WORKS.—Lombard Rd., Morden Rd., Merton, S.W.19. Liberty 7222 (8 lines). [0625

CHARLES FOLLETT, Ltd., Officially appointed retailers and repairers.
SHOWROOMS: 18, Berkeley St., W.1. May. 6266.

SPARE parts

SERVICE: Barnsdale Yard, off Elgin Avenue, W.9. Tel. Cunningham 5936-7-8. [0614

CENTRAL GARAGE, Croydon, specialists in servicing, complete overhauls, mechanical or coachwork for all Rolls-Royce and Bentley models.—Central Garage, Tel. Cro. 7464. [1957

ALL spares for 20 and 25hp Phantom I and Phantom II chassis; also reconditioned replacement engines guaranteed for 12 months for the above models; full repair service at reasonable charges, also wheels, tyres, etc.—Compton, 69, Westow St., Crystal Palace, S.E.19. Lav. 2362. [0064

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

Rolls-Royce Spares and Service

MERCHISTON MOTORS, specialists for Rolls-Royce and Bentley.—Works Director, Wilkie Wilkinson, 12-15 Merchiston Mews, Edinburgh, 11. Tel. Jubilee 2765. [3940

ROVER 10

PALMERS MOTORS, Ltd.

1939 Rover 10 de luxe saloon, excellent condition; £575; exchanges and terms.—53, York St., Twickenham. Popesgrove 1890. [2102

B. J. HUNTER, Ltd., offer:—

1947 Rover 10hp saloon, fitted radio, heater, seat covers, positively superb condition; £975.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [2097

CAMDEN MOTORS.—Rover 10, nine models in stock, etc., see selection on full-page advert. in this issue.

CAMDEN MOTORS, Ltd., Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines). [2206

195 ens.—Rover 10 1934 de luxe 4-door saloon, black, sliding head, blue leather, taxed; terms, exchanges list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [1571

1946 Rover 10 saloon, finished in black, brown hide upholstery, one owner since new, in excellent condition throughout, £675.—Seymour & Clements, Ltd., 38, Watford Way, Hendon Central, N.W.4. Hendon 2146. [1917

£695—Absolute gift at this price. Rover 10 de luxe saloon, look at it, drive in it, it is so immaculate that it has been mistaken for 1946 model, beautiful interior, mechanically excellent, this vehicle is sold as 100%, you must come and see it, also choice 6 other Rovers, all specimen motor cars; 3 months' guarantee, hire purchase, exchanges.

LAMBS OF WOOD GREEN, Finchley Showrooms, 421, High Rd., Finchley, N.12. Fin. 6221. [9021

ROVER 12

PALMERS MOTORS, Ltd.

1938 Rover 12 saloon, excellent condition; £475; exchanges and terms.—53, York St., Twickenham. Popesgrove 1890. [2101

CYRIL SHEPPARD offers:—

1946 Rover 12, 18,000 miles, one owner, radio, black, brown, as new; £1,075.—108, Kings Rd., Reading 2712. [9829

CAMDEN MOTORS.—Rover 12, fourteen models in stock; see selection on full-page advert. in this issue.

CAMDEN MOTORS, Ltd., Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines). [2202

1946 Rover 12 6-light saloon, black, brown leather, fitted radio and heater, beautifully kept car; £1,025.

ROBBINS, 96-98, Upper Richmond Rd., East Putney, S.W.15. Tel. 4581. [1681

£159—1934 Rover 12 saloon, excellent condition, special bargain.—G. P. (Balham), Ltd., 2c Balham Hill, S.W.12 (100 yards Clapham South Tube). Batt. 1107-8-9. [7428

1946 (September) Rover 12 sports saloon de luxe, one owner, exceptional condition; £695; 3 months' written guarantee.—Brown's Garage, Loughton (Essex) 4119. (Tube.) [9593

1938 Rover 12 saloon, rebored July, 1951, since run 5,000 miles, repainted November, 1951, genuinely as new; £550.—Bruce France, 8a, Cromwell Mews, South Kensington. Fla. 0513. [1624

1938 Rover 12 de luxe saloon, black with brown leather, privately owned, original condition throughout, very exceptional, taxed; £545.—548, King St., Hammersmith, Riverside 2957/8. [1815

£625—Rover 12 de luxe saloon, in absolutely unpecorable condition; truth in advertising is our motto; this car looks and runs like 1948 model, exterior just like brand new, interior beautiful and original, mechanically overhauled and guaranteed; you cannot fault this vehicle, please come and compare with other so-called immaculate cars; choice 6 other Rovers 3 months' guarantee, hire purchase, exchanges.

LAMBS OF WOOD GREEN, Finchley Showrooms, 421, High Rd., Finchley, N.12. Fin. 6221. [1605

ROVER 14

CAMDEN MOTORS.—Rover 14, sixteen models in stock; see selection on full-page advert. in this issue.

CAMDEN MOTORS, Ltd., Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines). [2205

1946 (October) Rover 14 6-light saloon, black, brown leather, 24,000 miles, and almost as new, heater and demister; £1,045.

ROBBINS, 96-98, Upper Richmond Rd., East Putney, S.W.15. Tel. 4581. [1685

1936 Rover 14, immaculate; £350.—Barnes, 315, Finchley Rd., Hampstead, N.W.3. Hampstead, N.W.3. Hampstead 2231. Mai. 1627. [8092

CASS'S MOTOR MART.—1939 Rover 14 saloon, maroon, just reconditioned and recellulosed; written guarantee.—5, Warren St., W.1. Euston 4110. [9685

£295—1936 Rover 14 sports saloon, very modern looking, excellent mechanically, real value at this price, 3 months' guarantee; hire purchase, exchanges.

LAMBS OF WOOD GREEN, Finchley Showrooms, 421, High Rd., Finchley, N.12. Fin. 6221. [1604

1938 Rover 14 Sportsmans saloon, beautifully recellulosed black, interior upholstered in brown hide with new fitted Wilton best quality carpets to match, the mechanical order of this car is faultless and has a remarkable effortless and quiet performance with 28 mpg; the appearance is really superb and is without doubt one of the most attractive examples of One of Britains Fine Cars, taxed, delivered free anywhere in England, £495; also similar car to above but fitted with six-light saloon bodywork, £495; terms and exchanges.

MAIDSTONE ENGINEERING Co., Cross St., Fondton, Salford, 6. Tel. Pen. 3457. [9572

ROVER 14

£235—1936 Rover 14 de luxe saloon, black, brown leather, excellent runner, at competitive figure.—Bray Motors, 160-164, West End Lane, N.W.6. Hampstead 6490. [2185

BRUTONS, Ltd.—1939 (May) Rover 14 Tickford, one owner, guaranteed 35-50,000 miles, engine just reconditioned, new drop head, whole car as new.—15-14, Cotes Mews, Emperor's Gate, S.W.7. Western 1242. [1627

ROVER 16

!!!

1937 Rover 16hp sports saloon, immaculate condition, small mileage, one owner, recently had well over £500 overhaul, mechanically perfect, bodywork, finish, plating, upholstery, carpets, tyres, etc., as new, radio, any trial, any examination; £675.—William Turner, Eyre Works, Sheffield, 1. Tel. 20353 (Sheffield).

!!!

[9769

OVERSEAS CARS, Ltd.

1946 Rover 16 saloon, green with green leather, £10 tax, excellent condition throughout; £995. For other Overseas Car bargains see page 37.

OVERSEAS CARS, Ltd., 227, Brompton Rd., Knightsbridge, S.W.3. Tel. Kensington 7475. [2129

PALMERS MOTORS, Ltd.

1938 Rover 16 sports saloon, original condition; £495; exchanges and terms.—53, York St., Twickenham. Popesgrove 1890. [2100

CAMDEN MOTORS.—Rover 16, eleven models in stock, etc., see selection on full-page advert. in this issue.

CAMDEN MOTORS, Ltd., Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines). [2204

1948 Rover 16hp 4-light sports saloon, in immaculate condition throughout; price £1,485.—Grose, Ltd., Northampton. Tel. Northampton 4540.

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The advertisements in "THE AUTOCAR" are eagerly perused—and acted upon—by our thousands of readers week by week.

For second-hand cars, either for sale or wanted, "THE AUTOCAR" IS **SECOND-TO-NONE in PULLING POWER**

£645—Rover 16hp de luxe saloon, in that rare and beautiful condition associated with Rovers from Lambs; this vehicle has been mistaken for a small mileage post-war model because its bodywork is like brand new; interior original and excellent, mechanically, of course, 100%, who could tell driving or looking at this Rover that its is 15 years old; also choice 6 other Rovers; 3 months' guarantee, hire purchase, exchanges.

LAMBS OF WOOD GREEN, Finchley Showrooms, 421, High Rd., Finchley, N.12. Fin. 6221. [1605

ROVER 20

B. J. HUNTER, Ltd., offer:—

1938 Rover 20hp sports saloon, high-grade car in fine order; £525.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [2096

ROVER 60 & 75

TICKFORD, Ltd., offer:—

ROVER P4 sal., speedo reading 9,000, green, grey leather, H.M.V. radio, one owner, as new.

1948 Rover 75 sal., 20,000 miles, black red, H.M.V. radio, heater, one owner, ex. cond.

1948 (June) Rover 60 sal., black green, H.M.V. radio, ex. cond.

8, Upper St. Martin's Lane, W.C.2. Temple Bar 3338. [1699

SELBORNE (MAYFAIR), Ltd.

1999 gns!—3,000 miles, black P4 saloon.

82, Park St., W.1. [8459

WARWICK WRIGHT, Ltd., offer:—

1950 Rover 75 P4 saloon, dark green, green leather, 4,000 miles.

1948 Rover 75 sports saloon, black, red leather, radio and heater, 23,000 miles.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [1660

H. A. SAUNDERS, Ltd., Radlett, Herts.

1948 Rover 60, mileage 10,000; £1,500.—Tel. Radlett 6167 and 5049. [2517

ROVER 60 & 75

COOMBS & SONS (GUILDFORD), Ltd., offer:—

1948 Rover 75, black and red, radio, etc.; £1,395.

COOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford. Guildford 62807-8-9. [1994

GORDON CARS (LONDON), Ltd.—1949 Rover 75 saloon; £1,475.

GORDON House, 373, Euston Rd., London, N.W.1. Euston 6611. [1378

FOR sale, March (1950) Rover 75 P.4, under 20,000 miles, perfect condition.—Offers to Box 5974. [2313

CAMDEN MOTORS.—Rover 75, four models in stock, etc., see selection on full-page advert. in this issue.

CAMDEN MOTORS, Ltd., Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines). [2205

1950 (Nov.) Rover 75 P4 saloon, 1951 model, black, brown leather, under 5,000 miles; terms, exchanges.

GEORGE NEWMAN & Co., 308, Euston Rd., N.W.1. Euston 4466. [1856

1949 (September) Rover 75, radio, 12,000 miles, new condition; £1,450.—Broadway Motors, 67, High St., Hounslow. Tel. 0175. [1984

1951 Series Rover 75 P.4 saloon, 400 miles.—Green & Zonis, Ltd., 246-252, Deansgate, Manchester, 3. Tel. Deansgate 3325-6. [1644

1950 Rover P.4, 6,000 miles; £1,850.—Clayton's Cars (London), Ltd., 357, Euston Rd., London, N.W.1. Tel. Euston 5228 (5 lines). [2049

1948 Rover 75, 20,000 miles; £1,265.—Clayton's Cars (London), Ltd., 357, Euston Rd., London, N.W.1. Tel. Euston 5228 (5 lines). [2051

1950 Rover 75 P4 saloon, pastel blue, blue leather, Regency tone covers, heater, 5,000 miles only, spare unused, one owner; another finished black-red.

RIPCO, Ltd., 16, Albemarle St., Mayfair, W.1. Regent 2952/3/4. [1352

1948 Rover 75 sports saloon, first reg. October, black and green, total mileage 10,800, original tyres, spare unused, condition as new throughout; £1,475.

W. P. MAIDENS, Sleaford, Lincs. Tel. 195. [1158

LAND-ROVER

HARVEY HUDSON, Ltd. (the Land-Rover specialists), offer:—

1950 (Nov.) Land-Rover, 7,000 miles, optional drive to front wheels.

1950 (Oct.) Land-Rover, 9,000 miles, complete with rear power take off which has not been in use.

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1948 (Nov.) Land-Rover, 20,000 miles, with fixed top.

THE above are examples from the finest stock of reconditioned guaranteed Land-Rovers and ancillary equipment in the country; 15 to 20 always in stock.

HARVEY HUDSON, Ltd., South Woodford, E.18. Tel. Wanstead 0056. [3099

1950 Land-Rover; £495.—Roys Autos, Ltd., Euston 2710. [9766

1950 (March) Land-Rover, 10,000 miles.—Ernest Sutton, Tel. Rogate 4 (trade only). [2117

LAND-ROVER, 1950, 4,500 miles, perfect, view Sevenoaks.—J. M. Francis, 65, Gracechurch St., E.C.3. [1971

1950 (September) Land-Rover, just off covenant, mileage 10,000, no farm work, the whole as new; £680.—Rutherford, Marley, Battle, Sussex. Battle 366. [1917

EVANS (WIMBLEDON), Ltd., offer a selection of high-grade used Land-Rovers with 3 months' special guarantee, prices from £595.—Evans (Wimbledon) Ltd., Rover Main Dealers, Alexandra Rd., Wimbledon. 0165/4. [3623

Land-Rover Cars Wanted

HARVEY HUDSON, Ltd. (the Land-Rover specialists), wish to buy Land-Rovers.—South Woodford, E.18. Wanstead 0056. [6986

ROVER MISCELLANEOUS

HENLYS, Ltd.,

ENGLAND'S Largest Rover Distributors.

DEVONSHIRE House, Piccadilly, W.1. (Grosvenor 2267.)

HENLY House, 385, Euston Rd., N.W.1. (Euston 4411.)

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BRISTOL (Bristol 21526).

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NORTHAMPTON (Northampton 907).

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STREATHAM (Streatham 7751).

HOUNSLOW (Hounslow 3454).

FINCHLEY (Finchley 9091).

GREAT West Road (Ealing 5477).

CAMDEN TOWN SERVICE STATION (Gulliver 4141).

HENLY'S, Ltd., England's Leading Motor Agents. [6089

BEARTS, of Kingston, Rover specialists, sales, spares, Repairs.—102, London Rd., Kingston. Kingston 3348.

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

ROVER MISCELLANEOUS

WEMBLEY COURT MOTORS offer:—

1939 Rover 12 saloon, grey, in excellent condition throughout, any trial; bargain, £525.

1939 Rover 12 sports saloon, just recellulosed, interior reconditioned throughout; mechanically perfect, any trial; £505.

1938 Rover 14hp saloon, black, fitted radio, in excellent condition throughout; £575.—Wembley Court Motors, High Rd., Wembley. Arnold 5221-2. [2150

R. P. POWELL MOTORS, Ltd. for Rover Cars.—East London main agents. 521, Romford Rd., Forest Gate, E.7. Maryland 4818-9. [0701

ORDER your new Rover from Albert Farnell, Ltd., and be assured of prompt and efficient service.—75, Manningham Lane, Bradford. Tel. 28627-8. [0213

Rover Cars Wanted

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THE CAR MART, Ltd., wish to purchase Rover cars.—150, Park Lane, W.1. Grosvenor 3434. [0971

HENLYS Ltd.,

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CAMDEN TOWN SERVICE STATION (Gulliver 4141).

HENLY'S, Ltd., England's Leading Motor Agents. [0030

ROWLAND SMITH'S, the Rover buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [

COOMBS & SONS (GUILDFORD), Ltd.

URGENTLY wanted, good condition, pre-war and post-war Rover cars; offers appreciated.—Portsmouth Rd., Guildford. Tel. 62307. [0242

AS new, post-war Rover required.—Fortune, 33, Cambridge Rd., E.11. Tulse Hill 1268 (day). [0695

CASH immediately for good Rover.—H. F. Edwards, 154, Gt. Titchfield St., W.1. Langham 0012. [1640

JACK OLDING, Ltd., 8-10, North Audley St., W.1. Rover retailers, require cars in first-class condition. Mayfair 5242. [0616

ALBONS of Barking purchase for cash post-war Rover cars. 105-7, Longbridge Rd., Barking. Tel. Rippleway 1285. [0464

SIMPSON'S MOTORS (WEMBLEY), Ltd., wish to purchase all models Rover from 1937 onwards.—Wembley 8691-2. [0776

BLAKES, Rover agents, will purchase any non-covenant Rover car.—110, Bold St., Liverpool, 1. Tel. Royal 6622. [7756

CASH buyers of low-mileage Rover 10s, 12s, 14s, 16s, 60 and 75, distance no object.—Hattons, Lord St., Southport. Tel. 2268. [0800

PRE-WAR Rover 10 and 12hp cars required by Midland Motor Co. (Bedford), Ltd., 92, Midland Rd., Bedford. Tel. 4144. [1216

MOTOURISTS (LONDON), Ltd., are immediate cash buyers of post-war Rover saloons.—Great North Rd., E. Finchley Station, N.2. Tudor 2301-2. [0709

DAVID ROSENFIELD, Ltd., Rover distributors, are anxious to buy small mileage out-of-covenant Rovers.—76, Deansgate, Manchester. Tel.: Deansgate 5455. [0556

Rover Spares and Service

LEIGH PARK MOTORS, Ltd., Datchet, Slough. Bucks. Rover distributors for spares and specialised service.—Tel. Datchet 54. [0047

R. P. POWELL (MOTORS), Ltd., East London main dealers for Rover sales, service and spares.—521, Romford Rd., Forest Gate, E.7. Maryland 4818-9. [0405

DAVID ROSENFIELD, Ltd., Rover Distributors. Lancashire and Cheshire, very large spares stock available.—Cheetham Hill Rd., Manchester, 8. Tel. Blackfriars 2502. [0555

SINGER

S. G. SMITH MOTORS, Ltd., offer:—

1950 Singer 1500 saloon, 6,000 miles only, colour blue, fitted radio and heater, indistinguishable from new; £1,095.

S. G. SMITH MOTORS, 285-7, Rye Lane, Peckham. Tel. New Cross 0460. [9055

J. SHEPHERD & Co. (ENFIELD), Ltd.

1948 Singer 10 de luxe 4-door saloon, excellent condition, small mileage; £745.—D. J. Shepherd & Co. (Enfield), Ltd., 455, Hertford Rd., Enfield. Howard 1631. [8232

1950 S.M.1500 saloon, 9,000 miles; £985.—Roys Autos, Ltd., Euston 2700. [9761

1950 S.M.1500 saloon, finished in fawn with beige upholstery, 10,000 miles; £1,145.

MASON BROTHERS (Motor Showrooms), 151-153, Fitzwilliam St. (off The Moor), Sheffield, 1. Tel. 24687. [4434

1947 Singer 10 saloon, black, one owner since new, immaculate; £625.—Hendon Central Garage, Hendon 1423. [1969

1950 Singer S.M.1500 saloon, 10,000 miles.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 5588. [1990

1947 Singer 10 saloons, two cars, £650 and £585.—Smith & Hunter, Ltd., 576, Kensington High St., W.14. Tel. Western 2312. [2001

SINGER

£299.—1939 Singer 9 Bantam saloon, recellulosed maroon, reconditioned engine, new battery, bargain.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [2185

795 gns.—Singer 1500 (Nov., 1949) saloon, green, fawn leather, one careful owner, small mileage, exceptional condition, taxed; terms, exchanges.—Rowland Smith, below.

595 gns.—Singer Super 10 (Sept., 1947) de luxe 4-door saloon, black, sliding head, maroon leather, one careful owner, excellent condition, taxed; terms, exchanges.—Rowland Smith, below.

545 gns.—Singer Super 10 (Dec., 1946) de luxe 4-door saloon, black, sliding head, brown leather, carefully used, excellent condition, taxed; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [1561

£285.—1948 6 Singer 9 4-seater sports tourer, green, very clean condition, good weather equipment.—The Haverstock Garage, Haverstock Hill, N.W.11. Tel. Gulliver 2422. [2195

MANCHESTER. South Lancashire, North Cheshire: M. specialised sales, service and spares facilities.—Parkers, Ltd., Distributors, Bradshawgate, Bolton. Tel. 4080. Deansgate, Manchester. Deansgate 4507. [0399

1948 model (Oct., 1947) Singer 10 drop head saloon, one owner, gift; £525. Also 1935 9 4-door saloon, 16 years with one owner, exceptionally sound, £195.—A.Z. Motors, Palmerston Rd., N.W.6. Mal. 4723/33. [1485

Singer Cars Wanted

ROWLAND SMITH'S, the Singer buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0986

SIMPSON'S MOTORS (WEMBLEY), Ltd., wish to purchase all models Singer from 1937 onwards.—Wembley 8691-2. [0777

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THE North's premier Singer spares stockists. Coulthurst & Grimshaw, Ltd., Whalley New Rd., Blackburn, Lancs. Tel. 48091/2. [7970

AUTOMENDERS, Ltd., are specialists in Singer service and overhauls.—Automenders, Ltd., Lowther Garage, Ferry Rd., Barnes, S.W.13. Riverside 6496. [0754

GORDON CARS (LONDON), Ltd., the London Singer distributors for spares, repairs and service.—St. Alban's Lane, Golders Green, N.W.11. Speedwell 4701-2.

E. PASCALL (GUILDFORD), Ltd., sole distributors for West Surrey; spares and specialised service.—Central Buildings, North St., Guildford. Tel. 2274/5/6.

SPORTS CARS

SIMMONS, of Croydon for all sports and vintage cars.—101a, Tamworth Rd., West Croydon. Tel. Croydon 1537. [2072

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BUY and sell racing and sports cars of all types; specialists in vintage Bentley; write for lists and quotations:

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110 Bold St., Liverpool.

ROYAL 6622. 'Grams: Autocar, Liverpool. [8455

B. & G. MOTORS offer:—

£185.—Riley 9 Gamecock sports 2-seater, taxed, black; good sound reliable sports car.

£150.—Wolseley Hornet E.W. Daytona 12hp open sports 2-4-seater, British racing green, twin carburettors, £100 £-on wheels, etc.

£125.—Amilcar 9hp Surbaise model 2-seater, low built sports car which does 35-40mpg, recently rebored, crank reground, and in all about £200 spent on it by last owner.

TERMS.—B. & G. Motors, Early Mews, Arlington Rd., Camden Town, N.W.1. Gulliver 3578. [1251

CHARACTER CARS offer:—

TO all vintage and sports car owners the compliments of the season and their best wishes for enjoyable and trouble-free motoring throughout 1952.

CHARACTER CARS, 124-126, Haydons Rd., Wimbledon, S.W.19. Liberty 7677-8. [2114

MERCURY MOTORS offer:—

A HAPPY Christmas and a prosperous New Year to their numerous friends and customers; wishing them trouble-free motoring during the coming season.

MERCURY MOTORS, 309, Northolt Rd., South Harrow. Byron 2057. [1478

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OFFER the following in immaculate condition:—

BUGATTI 43H s.c. 2.3 roadster 2-seater.

B.M.W. 328 late 1938 (with Type 55 engine) 2-seater.

CITROEN 12 1939 model saloon.

CITROEN 15 special 1948 saloon.

FIAT 500 1939 model coupe, reconditioned.

HOTCHKISS 1936-8-9, 2 saloons, one coupe.

LANCIA Aprilia, 1938-9 English streamlined sports saloon, specimen.

TALBOT 10 sports saloon, 1937 model, reconditioned engine, etc.

CHIPSTEAD MOTORS, Ltd., 197, Fulham Rd., Kensington, London, S.W.3. Flaxman 0052/7253/7154. [2070

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ROWLAND SMITH'S FOR SPORTS CARS.

495 gns.—Aston Martin 1934 (registered 1937), red leather, Arnott supercharger, outside exhaust, large rear tank, cycle-type wings, standard and racing screens, good tyres, carefully used, exceptional condition; terms, exchanges.—Rowland Smith, below.

495 gns.—M.G. 1938 model 1½-litre special sports 2-seater, black, blue leather, Windtone horns, carefully used, excellent condition, taxed; terms, exchanges; list, open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [1560

PERFORMANCE CARS, The Windmill Garage, Great West Rd., Brentford, Middx. Ealing 8841.

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THE Biggest and Best Selection of sports and touring cars in the country.

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ALLARD d.h. foursome, 1949, £795. Alvis Speed 25 Charlesworth saloon, spotless, 1937, £465.

AUSTIN 10 d.h. foursome, 1935, £225. Austin 14hp saloon, good runner, 1931, £90.

FORD Prefect saloon, 1947, £565; Ford V.8 model 91A, d.h. spotless, 1939, £475.

FORD V.8 model 01A saloon, spotless, 1940, £375; Ford V.8 model 48 saloon, 1935, £125.

FORD 10 tourer, 1936, £245; Ford V.8 model 68, d/h foursome, 1936, £215.

FRAZER NASH-B.M.W. type 327/80 d.h. foursome, specimen car, spotless, 1938, £950.

HILLMAN Minx 10hp d.h. foursome, radio, Solnitila, H.S. Solnitila carburettor, 1939, £435.

LAGONDA 16/80 Tickford convertible saloon, all original, delightful car, 1933, £265.

LAGONDA 3-litre tourer, £215 recently spent, 1932, £265. Lagonda 4½-litre saloon, 1934, £195.

M.G. T.C. 2-seater, choice of 2, 1948, £695 and £575 (cream and black).

M.G. V.A. 1½-litre tourer, black, choice of 2, 1938 £425 and £575.

M.G. 2-litre saloon, 1938, £295; M.G. 2-litre d/h foursome, 1936, £375.

M.G. 2-litre tourer, checked throughout, new hood, spotless, 1938, £395.

M.G. T.A. 2-seater, choice of 2, 1937, £365; M.G. N.A. 12hp tourer, 1934, £295.

M.G. P.A. 8hp 2-seater, 1934, £295; M.G. P.A. 8hp 4-seater, 1934, £295.

M.G. J.2 8hp 2-seater, 1934, £245; M.G. J.2 8hp 2-seater, 1933, £235.

M.G. J.2 2-seater, fitted reconditioned Ford 10 engine and gear box, Solnitila, 1933, £255.

MORRIS 8 4-seater tourer, 1937, £255; Morris Minor s.v. 2-seater, 1935, £95.

MORRIS 12hp 2-seater with dickey, 1932, £115; Delaze 21hp saloon, 1931, £95.

ROLLS-ROYCE Phantom II limousine, 1930, £225; Rolls-Royce 21.6 Tickford convertible saloon, 1934, £185.

RILEY 2½-litre Roadster, low mileage, one owner, unrepeatable at this price, 1950, £1,550.

RILEY 9 Ascot drop head, 1932, £125; Riley 9 saloon, grand old runner, 1929, £75.

S.S. 100 2½-litre competition 2-seater, checked throughout, new hood, spotless, 1939, £495.

STUDEBAKER 26hp d.h. with dickey, 1935, £185; Packard 30hp d.h. foursome, 1928, £385.

TALBOT 75 18hp saloon, manual box, 1937, £245; Talbot 18 d.h. foursome, 1933, £95.

VOLKSWAGEN saloon, checked throughout, spotless, 1947, £425; Willys 10hp sports coupe, 1935, £250.

VAUXHALL 14hp d.h. foursome, 1938, £295. Vauxhall 12hp saloon, 1934, £125. [2135

VERY special 2½-litre super sports low-built 2-str. RBW Jaguar, reg. late 1948; magnificent performance, appearance and equipment; £475.

WADHAM MOTORS, 150/6, West End Lane, N.W.6. Hampstead 1177.

POTTER, RICHARDS & CARR offer choice of Allard, Alvis, Bristol, H.R.G., Humber, Rolls-Royce, Rover, Salmson, Talbot, Bugatti, Alfa-Romeo, Lancia, Hotchkiss.

ATTRACTIVE prices; part exchanges, h.p. terms.

FOR details Tel. Kensington 6955 or letters only to Richards, 62, Princes Gate Mews, S.W.7. [2074

CHILTERN CARS, offer Alfa-Romeo, Allard, Alvis, Austin Buick, Ford, M.G. and Talbot from stock; terms, exchanges.—11a, Water Lane, Leighton Buzzard, Bedfordshire. Tel. 2066. [9559

£245.—1935 S.S. 2½-litre 90 sports 2-seater, cream and maroon, very impressive car at modest outlay.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [2181

VINTAGE AUTOS, of Knightsbridge, specialists in Vintage Continental sports and racing cars; always a good selection at competitive prices.—189-195, Pavilion Rd., Sloane St., Knightsbridge. Sloane 4867. [9934

ANTHONY CROOK offer 1950 Le Mans replica Frazer Nash 2-seater, low mileage car, hardly raced; 1947 Healey 2-seater sports, £895; also the famous "Appleton" special 1,100cc single-seater, holder of numerous records pre-war; bargain, £750.—Anthony Crook, Ltd., Caterham Hill, Surrey. Tel. 2232-3. [8646

Sports Cars Wanted

ROWLAND SMITH'S, the sports car buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.

PERFORMANCE CARS, of the Windmill Garage, Great West Rd., Brentford, Middlesex. (Tel. Ealing 8841.) [2270

SIMMONS, of Croydon, are buyers of all good condition sports cars for immediate cash.—101a, Tamworth Rd., West Croydon. Tel. Croydon 1537. [7492

POST-WAR Continental convertible or drop head, reasonably low mileage Alfa, Ferrari, Delahaye, Delaze or what have you.—Gill, 21, Cranley Gardens, South Kensington. [7861

Sports Cars Spares and Service

AUTOMENDERS, Ltd., are enthusiastic repairers, tuners and modifiers.—Automenders, Ltd., Lowther Garage, Ferry Rd., Barnes, S.W.13. Riverside 6496. [0755

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

S.S. Cars Wanted

ROWLAND SMITH'S, the S.S. buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0968

STANDARD 8

COACHCRAFT offer:—

1947 Standard 8 saloon de luxe, one owner from new, replacement engine fitted, first-class car in excellent order throughout; £445; terms and exchanges; available for A.A. or R.A.C. examination.
COACHCRAFT, Elm Rd., Evesham. Tel. 6539. [1480

SELBORNE (MAYFAIR), Ltd.

1947 Standard 8 saloon de luxe, an exceptional bargain at 425gns.
82. Park St., W.1. [1705

WEMBLEY COURT MOTORS offer:—

1946 Standard 8 drop head coupe, black, in excellent condition; £425.
1939 Standard 8 saloon, black, mechanically reconditioned, paintwork very good, any trial; £375.—Wembley Court Motors, High Rd., Wembley. Arnold 5221-2. [7728

1946 Standard 8 tourer, new hood, recellulosed grey very good condition; £495.
FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gla. 2234 [1038

1947 Standard 8 coupe.—Autowork, Ltd., Winchester. Winchester 4834. [2004

1939 Standard 8 saloon, excellent mechanically, resprayed; £295.—Kings Motors, High St., Hounslow. Tel. 3532. [8642

1948 Standard 8 tourer, black, leather upholstery, new condition; £550.—Hendon Central Garage, Hendon 1423. [1990

1947.—Standard 8 saloon, grey, blue leather, excellent condition; £475.—Hendon Central Garage, Hendon 1423. [1987

1939 Standard 8 sun saloon, grey, blue upholstery; £360.—Wards of Putney, 72, West Hill, S.W.15. Vandyke 1533. [4230

1939 Standard 8 saloon, black, excellent condition throughout; £375.—M. B. Motors, 886 New Cross Rd., London, S.E.14. Tideway 3779. [8440

1947 Standard 8 saloon, an exceptional motor car in every way.—Beardmore Service, 26, Queensway, Bayswater, W.2. Bayswater 0136. [3552

495gns.—Standard 8 (Sept., 1946) foursome drop head coupe, grey, blue leather, excellent condition, taxed; terms, exchanges.—Rowland Smith, below.
325gns.—Standard 8 1939 model de luxe saloon, grey, sliding head, blue leather, very good condition, taxed; terms, exchanges; list; open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [1562

GATEHOUSE offer 1947 Standard 8 drop head coupe, black, excellent condition, £470.—Gatehouse Motors, Ltd., Highgate Village, London, N.6. Mou. 4444. [9330

1947 Standard 8 2-door saloon, very good condition, reconditioned engine, 12,000 miles; £455.—Pantiles Service Garage, London Rd., Guildford 5326. [1974

1946 Standard 8 drop head coupe, 22,000 miles, one owner; £435. Also 1939 and 1940 saloons; £295.—A.Z. Motors, Palmerston Rd., N.W.6. Mai. 4723/33. [1486

£335.—1940 Standard 8 de luxe saloon, black, recellulosed, very genuine car, in exceptional condition.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [2180

£475.—1947 Standard 8hp drop head coupe, grey, 24,000 miles, really excellent; exchanges; deferred terms.—John S. Truscott, Ltd., 173, Westbourne Grove, W.11. Bay. 4274. [1474

1948 (June) Standard 8hp drop head coupe, grey with blue leather, low mileage, almost as new; £575.—Gibsons Sports Cars (Xchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1681. [9680

STANDARD 9

1936 Standard 9 saloon; £225.—Roys Autos, Ltd., Euston 2700. [9757

£225.—Standard 9 1936 2-door saloon, exceptionally good mechanical order, sliding roof; many others.
BENMOTORS, 1, Clarendon Rd., Holland Park, London, W.11. Park 5066-7. Open Mon. to Sat. 9—6 (50 yds. Holland Park Tube). [1906

TANKARD & SMITH, Ltd., offer 1939 Standard 9 saloon, in very sound condition and good performance; £385.—226-232, High Rd., N.15. Stamford Hill 3291. [2045

STANDARD 10

£155.—1936, black, green upholstery, excellent order.—Eight Elms, Chestfield, Whitstable. [1908

STANDARD 12

1938 Standard Flying 12, smart appearance, excellent mechanical condition; £259 or £79 deposit.
C. & S. MOTORS, Dudden Hill Lane, Neasden, N.W.10. Tel. Gladstone 8605. [2041

1947 Standard 12 saloon, reconditioned engine, just fitted in our works, black, leather upholstery; £795.
FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gla. 2234. [9426

£395.—Standard Flying 12 1938 4-dr. sln., exceptionally good mechanical order, leather interior, sldg. roof; many others.
BENMOTORS, 1, Clarendon Rd., Holland Park, London, W.11. Park 5066-7. Open Mon. to Sat. 9-6. (50 yds. Holland Park Tube.) [1905

£245.—1938 Standard Flying 12 de luxe saloon, excellent runner, absolutely unrepeatable offer.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [2187

STANDARD 12

CAMDEN MOTORS.—Standard 12, exceptional offer, late 1947 standard 12hp saloon in black with red leather fitted passlights and windtones, moderate mileage; £695.
CAMDEN MOTORS.—Standard 12 drop head foursome coupe, July, 1946, a smart, attractive looking car, late property of lady surgeon and physician (West End), very good all-round condition, superb value, £650.
CAMDEN MOTORS, Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines). Write for post-free catalogue, nearly 500 cars ready for inspection and purchase; hire purchase facilities, part exchanges, free delivery anywhere in the United Kingdom; fares refunded to purchasers from any part of the country; showrooms open till 7 p.m. from Monday to Saturday. [2220

£235.—1935 Standard Avon 12/4 fixed head coupe, cream, red leather, good tyres, bargain.—The Haverstock Garage, Haverstock Hill, N.W.11. Tel. Gulliver 2422. [2194

£425.—Rare and beautiful Standard 12 de luxe saloon, one owner has maintained this vehicle perfectly, having recently spent £150 on overhauling, no one looking at this vehicle would possibly believe it to be 13 years old, 3 months' guarantee; hire purchase; exchanges.
LAMBS OF WOOD GREEN, Finchley Showrooms, 421, High Rd., Finchley, N.12. Fin. 6221. [1025

STANDARD 14

1939.—Standard 14 de luxe saloon, post-war condition; 389gns.—Autosnips, 5, Balham High Rd., Balham 1509. [2171

£650.—1937 Standard 14hp saloon, grey with blue leather.—Woking Motors (Maybury Hill), Ltd. Woking 1928. [1330

1948 Standard 14 saloon, radio, leather upholstery, low mileage, immaculate condition; £845.—Hendon Central Garage, Hendon 1423. [1991

1947 Standard 14hp saloon, black, fawn upholstery, one owner; £695.—Vandervells (Buyers of Good Cars), 215, Haverstock Hill, N.W.3. Primrose 4441. [1231

STANDARD VANGUARD

DICKS

1949 Vanguard saloon, fitted radio and heater; £925.
DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn. Maida Vale 6888-9. [1743

CAR MART, Ltd.

1950 Standard Vanguard saloon, radio, heater, left-hand drive, 8,000 miles; £1,050.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 3434. [1532

PALMERS MOTORS, Ltd.

1949 Standard Vanguard saloon de luxe, radio and heater, red interior, low mileage, as new; £985; exchanges and terms.—53, York St., Twickenham. Popesgrove 1890. [2105

B. J. HUNTER, Ltd., offer:—

1949 (October) Vanguard saloon, leather upholstery, positively unmarked; £875.
B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6808. [2095

WARWICK WRIGHT, Ltd., offer:—

1950 Standard Vanguard saloon, grey, grey leather, 8,000 miles.
WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [9468

MANN EGERTON & CO., Ltd., offer:—

1950 Standard Vanguard, black, red leather upholstery, heater, 9,000 miles; £1,185.
14. Berkeley St., London, W.1. Regent 2073. [1849

JACK STONE & SON, the Standard specialists and stockists, offer:—
1949/50 Vanguard grey saloon, push-button radio, heater, exceedingly low mileage, real super car, a genuine Stone bargain; £895, or £325 deposit, balance 2 years; always a good stock of Vanguard estate cars and Austin A40 Countryman utilities; exchanges and free delivery.—221, Upper Richmond Rd., Putney. Tel. Putney 1054/5, 2276/7. [1274

1950 Vanguard 8,000 miles; £1,050.—Roys Autos, Ltd., Euston 2700. [9762

GORDON CARS (LONDON), Ltd.—1949 Standard Vanguard; choice of 3 from £975.
GORDON House, 373, Euston Rd., London, N.W.1. Euston 6611. [1374

1949 Standard Vanguard saloon, excellent condition, 16,000 miles; terms, exchanges; £975.
GEORGE NEWMAN & CO., 369, Euston Rd., N.W.1. Euston 4466. [1861

1950 Model Vanguard, grey leather, low mileage, one owner; £1,025.—Hendon Central Garage, Hendon 1423. [1994

1950 Vanguard, 12,000 miles, leather, silver grey; bargain, £950.—A.Z. Motors, Palmerston Rd., N.W.6. Mai. 4723/33. [7019

1950 Vanguard, wireless, heater, loose covers, just repainted makers, new tyres, perfect throughout; £1,050.—Uplands 1080. [2022

1950 Standard Vanguard saloon, mileage 5,000 black, red leather, heater.—H. C. Paul, Ltd., 32, Bruton Place, W.1. Mayfair 0821-2. [6522

ORDER your new Vanguard from Albert Farnell, Ltd., and be assured of prompt and efficient service.—75, Manningham Lane, Bradford. Tel. 28827-8. [0214

1949 Standard Vanguard saloon, exceptional condition; £945.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3588. [1389

1950 Standard Vanguard saloon, leather, exceptional condition; £975; 3 months' written guarantee.—Brown's Garage, Loughton (Essex) 4119 (Tube). [9394

1950 (June) Vanguard saloon, radio, heater, hide upholstery, moderate mileage, excellent; £1,095.—Colin Haines, Ltd., 80a, Bourdon St., W.1. Mayfair 2338. [1870

STANDARD VANGUARD

1949 Standard Vanguard, 19,000 miles, fitted leather upholstery, heater, many extras; reasonable offer accepted.—E. Martin, Stokewood Lodge, nr. Droxford, Hants. Droxford 55. [2021

1949 Standard Vanguard saloon, green/green leather, radio, heater, special armrest for front, one owner, very good order throughout, any inspection invited, 3 months' guarantee; £950.
TRINITY CARS, Ltd., 94, North Side, Wandsworth Common, S.W.18. Vandyke 1166. [1862

ROSE & YOUNG, Ltd., offer 1950 Vanguard saloon, low mileage, fitted heater, radio and leather upholstery; £1,045.—65-69, Sternhold Ave., Streatham Hill, S.W.2. (1 minute Streatham Hill Station.) Tulse Hill 6464. [2158

895gns.—Standard Vanguard (February, 1949) saloon, champagne, H.M.V. radio, heater, one owner, small mileage, excellent condition, taxed; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [1563

£925.—Sept., 1949, Standard Vanguard saloon in champagne with immaculate red upholstery, loose seat covers, heater, etc., superbly maintained and in our usual tip-top mechanical condition.—Camden Motors, Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines). Write for post-free catalogue. Nearly 500 cars ready for inspection and purchase. Hire purchase. Part exchanges. Free delivery. Showrooms open till 7 p.m. from Monday to Saturday. [2216

STANDARD MISCELLANEOUS

SALES, service, spares.

STANDARD and Triumph distributors for Croydon, Purley, Caterham, Epsom, Mitcham and Beckenham areas.
CARRS AUTO SALES, Ltd., Standard House, South End, Croydon. Tel. Cro. 6088-9. [0052

TANKARD & SMITH, Ltd., offer the choice of many Standard 8s, 10s and 12s from their vast stock of over 200 used cars, all subject to three months' written guarantee.—196, King's Rd., S.W.3. Tel. Flax. 4801-3.

Standard Cars Wanted

C
M
THE CAR MART, Ltd., wish to purchase Standard cars.—150, Park Lane, W.1. Grosvenor 3434.
R
S
ROWLAND SMITH'S, the Standard buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.

AS new, post-war Standard required.—25, Broadwalk Court, W.8. Tulse Hill 1288 (day). [0751

CASH immediately for good Standard.—H. F. Edwards, 28, Upper High St., Epsom 9400. [1844

MARSTON MOTOR Co., Ltd., for your Standard.—Tel. Sta. 8000.—Seven Sisters Rd., Tottenham, N.15. [0181

CASH buyers of low-mileage Standard 12s, 14s, Vanguards; distance no object.—Hattons, Lord St., Southport. Tel. 2268. [0801

C. A. PETO, Ltd., 42, North Audley St., W.1, urgently require post-war small mileage Standard cars in first-class condition.—May. 5051. [0029

STARNES MOTORS, 103, Cricklewood Broadway, N.W.2, require modern Standard cars in really good cond., cash or exchange. Tel. Gla. 2480. [0431

IF your car is in London and is a post-war model it can be seen and purchased within an hour of 'phoning Mayfair 7654, the London Buying Office of Lambs, Ltd. (Woodford, Essex), Slough House, 16, Berkeley Street, W.1. [1358

Standard Spares and Service

S&T
STANDARD & TRIUMPH SALES, Ltd.—Service and spares for all models; manufacturers' largest stockist in Britain of spares and service exchange assemblies.—Standard & Triumph Sales, Ltd., London Distributors, Junction of Boundary Rd. and Abbey Rd., St. John's Wood, N.W.8. Maida Vale 9114 (10 lines)

STANDARD spares and replacement units.—John Kaye (Leeds), Ltd., New York Rd., Leeds, 2. Tel. 29439.

STANDARD and Triumph spares.—Post your enquiries to Northdown Motor Co. (Distributors), Northdown Rd., Margate. Tel. Thanet 20405. [1201

STANDARD spares, all models from 1935; replacement units; complete overhauls, recellulosing.—Puttocks, Ltd., Alexandra Terrace, Guildford. Tel. 5391. [120C

STANDARD spares for all models, largest provincial stockists.—Hollingdrake Automobile Co., Ltd., Stockport (Tel. 4464); and Prince's Drive, Colwyn Bay (Tel. 3322). [0359

SPARE parts by return of post; quote commission number of car when ordering.—Whites Garage, Ltd., Standard and Triumph Car Distributors, Grimsby. Tel. 5486. [0475

BROCKHURST GARAGE.—Harrow agents for Standard, Triumph, sales, service, spares, reconditioned unit.—Uxbridge Rd., Harrow Weald, Middlesex. Tel. Grimsdyke 561. [0255

LANKESTER ENG. Co., Ltd. (distributors in Surrey since 1911).—Full range of spares; 'phone, write or call; orders dispatched immediately.—39-43, Eden St., Kingston. Kin. 3151-4. [0286

K. J. MOTORS, Ltd., have available for immediate delivery reconditioned engines and vast stock of spares for all models; the Standard specialists for over 25 years.—137-149, Widmore Rd., Bromley, Kent. Rav. 3456-7-8-9. [0367

HALLS (FINCHLEY), Ltd., have a comprehensive range of Standard spares for immediate delivery and also reconditioned Standard exchange engines from 1939 onwards, guaranteed three months; Girling and Bendix stockists. Arcadia Ave., Finchley, N.3. Finchley 5908-9. [[illegible]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

STUDEBAKER

SIMPSON'S MOTORS offer:—

1948 Studebaker Commander, electrically operated hood, all accessories, for full list see under American Cars.

SIMPSON'S MOTORS (WEMBLEY), Ltd. (American Car Specialists). Wembley 8691-2. [7419

£495.—1940 model Studebaker Champion 22hp de luxe saloon, 6-seater, bodywork with modern horizontal barred radiator, steering column synchromesh gear change, wrap round bumpers with over riders, rimbellishers and other post-war features, finished in dark blue with attractive leather trimmed broadcloth upholstery (like 1948 model); a fast, powerful but definitely economical car with delightful performance.

CAMDEN MOTORS, Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines). Write for post-free catalogue; nearly 500 cars ready for inspection and purchase, hire purchase, part exchanges, free delivery; showrooms open till 7 p.m. from Monday to Saturday. [2219

Studebaker Cars Wanted

SIMPSON'S MOTORS (WEMBLEY), Ltd.

THE American Car Specialists urgently require all models Studebaker. Wembley 8691-2. [0673

SIMPSON'S MOTORS (WEMBLEY), Ltd.

THE American Car Specialists.

URGENTLY required all models Studebaker. Tel. Wembley 8691-2. [0810

Sunbeam Spares and Service

COMPLETE CAR SERVICE, Ltd., for personal attention to your Sunbeam.—Tulse Hill 4505. [0515

SUNBEAM-TALBOT

BROOKLANDS.

1950 series Sunbeam-Talbot 80 saloon, speedometer reading 4,000.

103, New Bond St., London, W.1. Mayfair 3351/6. [0630

CAR MART, Ltd.

1950 Sunbeam-Talbot 80 saloon, 6,000 miles; £1,175.

1950 Sunbeam-Talbot 80 saloon, 11,000 miles; £1,125.—Car Mart, Ltd., 320, Euston Rd., N.W.1. Euston 1212. [1581

B. J. HUNTER, Ltd., offer:—

1940 Sunbeam-Talbot 2-litre sports saloon, really as new, fitted reconditioned engine; £595.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6505. [2096

HAROLD RADFORD & Co., Ltd.

1950 (May) Sunbeam-Talbot 90 saloon, black with brown leather upholstery, two owners, fitted with radio, heater and loose covers, speedometer reading 16,000 miles, in excellent condition.

HAROLD RADFORD & Co., Ltd., Melton Court, South Kensington, S.W.7. Tel. Kensington 0642 (5 lines). [1495

GUY SALMON AUTOMOBILES, Ltd., offer:—

1950 Sunbeam-Talbot 90 coupe, genuine 10,000 miles; £1,245.

1950 Sunbeam-Talbot 80 drop head coupe, 10,000 miles, indistinguishable from new; £1,295.—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3. [0917

PHŒNIX MOTOR Co. (Surrey), Ltd., offer:—

1950 (October) Sunbeam-Talbot 90 saloon, black, brown leather upholstery, 7,000 miles only, exceptional throughout; £1,525.

PHŒNIX House, High St., Sutton, Surrey. Vigilant 0121. [2065

CAMDEN MOTORS, Ltd. Sunbeam-Talbot specialists. See our full page advert. in this issue.

CAMDEN MOTORS, Ltd., Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines). [2208

1950 Sunbeam-Talbot saloon, 6,000 miles.—Autowork, Ltd., Winchester. Winchester 4854. [2005

3300 miles.—1950 (Nov.) Sunbeam-Talbo: drop head foursome coupe, leather upholstery, radio; £1,295.

RIPCO, Ltd., 16, Albemarle St., Mayfair, W.1. Regent 2952/3/4. [1555

1950 (Sept.) Sunbeam-Talbot 90 saloon, finished in grey with grey upholstery, fitted heater, 9,000 miles; £1,325, terms, exchanges.

MASON BROTHERS (Motor Showrooms), 151-153, Fitzwilliam St. (off The Moor), Sheffield. 1. Tel. 24667. [4435

1950 (July) 80 saloon, one very careful owner, H.M.V. radio, heater, etc.; £1,465.—Mitchell, 1, Balham High Rd., S.W.12. Balham 2234. [0890

1950 (October) Sunbeam-Talbot 80 saloon, black, heater, etc., immaculate; £1,275.—Prices Garages, Ltd., Leigh-on-Sea. Tel. Leigh-on-Sea 78669. [0992

1946 Sunbeam-Talbot 10hp drop head foursome coupe, exceptional condition; £695; 3 months' written guarantee.—Brown's Garage, Loughton (Essex) 4119. (Tube.) [2235

1951 model 2½-litre Mark II Sunbeam-Talbot 90 saloon, grey, became Covenant free on 9-11-51, 12,000 miles, fitted with heater; £1,350.—Apply Primrose Garage, Aberystwyth. [1149

1295 ens.—Sunbeam-Talbot 90 (August, 1950) 2-litre 4-door sports saloon, satin bronze, sliding head, red leather, one careful owner, 14,250 miles, practically new condition, taxed, terms, exchanges.—Rowland Smith, below.

545 ens.—Sunbeam-Talbot (January, 1949) 2-litre foursome drop head coupe, gunmetal, grey leather, Windtone horns, carefully used, excellent condition, taxed, terms, exchanges; list; open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [1564

SUNBEAM-TALBOT

1950 Sunbeam-Talbot 90 saloon, grey, fitted with following extras, H.M.V. push-button radio, heater, one owner since new, low mileage, £1,375.—R. S. Mead (Sales), Ltd., 42, Queen St., Maidenhead. Tel. Maidenhead 3451-2. [8019

1950 (Aug.) Sunbeam-Talbot 90 saloon, extras include heater, tailored seat covers, rubber mats, wing mirror, under 4,000 miles, ill-health reason for sale; best offer over £1,325.—O. E. Harper, London Rd., Stevenage. Tel. 700. [2085

£575.—Magnificent Sunbeam-Talbot 10hp sports saloon, bodywork literally as it left the 1949 Motor Show, chassis genuinely 100% having had £100 spent on it recently including reconditioned engine; this vehicle literally looks and runs like 1948 model we recently sold for £850; this is the finest example we have had; 3 months' guarantee; hire purchase, exchanges.

LAMBS OF WOOD GREEN, Finchley Showrooms, 421, High Rd., Finchley, N.12. Fin. 6221. [1602

Sunbeam-Talbot Cars Wanted

ROOTES DISTRIBUTORS.

REQUIRE modern low-mileage Sunbeam-Talbot cars

BIRMINGHAM.—Lower Temple St. (Central 8411.)

MANCHESTER.—129, Deansgate. (Blackfriars 6677.)

MAIDSTONE.—(Maidstone 3333.)

CANTERBURY.—(Canterbury 3252.)

ROCHESTER.—(Chatham 2231.)

WROTHAM Heath.—(Borough Green 4.)

ROOTES, Ltd., Devonshire House, Piccadilly, W.1. Tel. Grosvenor 3401. [0111

ROWLAND SMITH'S, the Sunbeam-Talbot buyers.—Hampstead High St. (Hampstead Tube), Ham 6041. [0990

CASH immediately for good Sunbeam-Talbot.—H. F. Edwards, 154 Gt. Titchfield St., W.1. Langham 0012.

ALMOST new Sunbeam-Talbot required; cash payment.—Morley, 54, Streatham Hill, S.W.2. Tulse Hill 4488. [0650

CASH buyers of low-mileage Sunbeam-Talbot 10s and 2-litre, distance no object.—Hattons, Lord St., Southport. Tel. 2268. [0802

CRIPPS, of Nottingham, urgently require all recent models of Sunbeam-Talbot cars.—R. Cripps & Co., Ltd., The Sunbeam-Talbot Distributors, Parliament St., Nottingham. Tel. 46381. [0462

BIRMINGHAM and Midlands.—Low-mileage Sunbeam-Talbot modern cars required by George Heath, Ltd., 160-164, Newhall St., Birmingham, and Lower Temple St., Birmingham, 2. [0069

TALBOT

R. F. FUGGLE, Ltd.

TALBOT 110, fitted with James Young sports saloon, serviced by us since new, chassis recently reconditioned throughout, new tyres fitted, black, interior brown hide; £575.

1938 3-litre Talbot sports saloon, coachwork by Thrupp & Maberly, guaranteed mileage under 30,000, coachwork and chassis 100%; £950.

R. F. FUGGLE, Ltd., Bushey Heath, Herts. Tel. 1685. [9037

CHIPSTEAD MOTORS, Ltd.—See our advert. under "Sports Cars." [2069

£325.—Talbot 105 saloon, £10 tax.—Potter & Richards, Kensington 6955, or write, Richards, 62, Princes Gate Mews, S.W.7. [2076

1935 Talbot 95 saloon; this car has had a terrific amount of money spent on it recently for reboring, new valve guides, new radiator block, new carburettor, respray, lamps, etc., rechrome!, new tyres, but has now developed top gear slip and can be offered at the bargain price of £120.

GARAGE SERVICE Co., Hoop Lane, Golders Green, N.W.11. Speedwell 3408. [2053

Talbot Cars Wanted

CASH immediately for good Talbot.—H. F. Edwards, 20, Upper High St., Epsom 9400. [1845

ROWLAND SMITH'S the Talbot buyers.—Hampstead High St. (Hampstead Tube), Ham. 6041. [0991

TRIUMPH

CAR MART, Ltd.

1950 '51 Triumph Mayflower saloon, 6,000 miles; £1,115.

1950 Triumph 2000 Renown saloon, heater, 3,000 miles; £1,450.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 3454. [1530

CHARLES FOLLETT, Ltd.,

SPECIAL offer, 1950 Triumph Renown saloon, gunmetal, grey leather, heater, one owner, 26,000 miles, serviced and guaranteed, has to be seen for condition to be appreciated; £1,275.

18, Berkeley St., W.1. May. 6266.

SERVICE Works and Stores, Barnsdale Yard, off Elgin Ave., W.9. Cunningham 5956-8. [9891

LAYTONS OF OXFORD offer:—

£1075.—1948 (late) Triumph razor-edge saloon, in first-class condition, one owner since new, finished in black with light brown leather; terms over 24 months if required at one-quarter deposit.

LAYTONS OF OXFORD (MOTORS), Ltd., New Rd., Oxford. Tel. 3381. [1220

TRIUMPH

ROSE & YOUNG Ltd., offer:—

1950 Triumph Renown saloon, excellent condition, fitted H.M.V. radio and heater, gunmetal finish; £1,195.

1949 Triumph 2000 Roadster, exceptional condition inside and out, finished champagne; £995.—65-69, Sternhold Ave., Streatham Hill, S.W.2. (1 minute Streatham Hill Station.) Tulse Hill 6464. [9993

H. A. SAUNDERS, Ltd., offer:—

1950 Triumph Renown saloon, grey, grey interior, 10,000 miles; £1,295.

836, 842, High Rd., N.12. Hillside 0024. [2139

H. M. BENTLEY & PARTNERS, Ltd.

1949 (August) Triumph 2000 Roadster, metallic grey, Laystall balanced enaine, heater, many extras, 15,000 miles only; £1,025.

9, Albemarle St., London, W.1. Tel. Grosvenor 5551. [2068

H. A. SAUNDERS, Ltd., Radlett, Herts.

1949 Triumph 1800 saloon, 22,000 miles; £1,050.—Tel. Radlett 6167 and 5849. [9965

MANN EGERTON & CO., Ltd., offer:—

1950 Triumph Renown, maroon, beige leather upholstery, heater, 6,000 miles; £1,475.

14, Berkeley St., London, W.1. Regent 2073. [1850

GUY SALMON AUTOMOBILES, Ltd., offer:—

1949 Triumph 2000 Roadster, grey; £1,065.—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3. [8918

D. J. SHEPHERD & Co. (ENFIELD), Ltd., offer:—

1947 Triumph 1800 Roadster, polychromatic grey, blue interior, fitted radio, twin carburettors, twin spotlights, etc., condition immaculate, taxed; £675.—D. J. Shepherd & Co. (Enfield), Ltd., 455, Hertford Rd., Enfield. Howard 1631. [2298

1949 Triumph 2000 Roadster; terms, exchanges; £1,025.

GEORGE NEWMAN & CO., 369, Euston Rd., N.W.1. Euston 4466. [1860

GORDON CARS (LONDON), Ltd.—1950 Triumph Renown saloon; £1,375.

GORDON CARS (LONDON), Ltd.—1950 Triumph Mayflower saloon; £1,125.

GORDON CARS (LONDON), Ltd.—1949 Triumph 2000 saloon; £1,250.

GORDON CARS (LONDON), Ltd.—1948 Triumph 1800 Roadster; £935.

GORDON House, 373, Euston Rd., London, N.W.1. Euston 6611. [1372

TRIUMPH R.E. saloon, black, moderate mileage, good tyres, H.M.V. radio; £995.

G. & R. GARAGE, Ltd., 89, Victoria Rd., Surbiton. Elmbridge 6755. [1072

1950 (Nov.) Triumph Mayflower saloon, radio, under 2000 miles, condition as new; £1,095.

RIPCO, Ltd., 16, Albemarle St., Mayfair, W.1. Regent 2952/3/4. [1354

1947 Triumph razor-edge saloon, black, red leather upholstery, immaculate condition throughout; £950.

BIRKETT MOTORS, Ltd., 72-74, High Rd., South Woodford, E.18. Buckhurst 5764. [9868

1949 Triumph 2000 Renown saloon, grey, grey leather, excellent condition, 20,000 miles, fitted radio.

TUCKFORD, Ltd., 8, Upper St. Martin's Lane, W.C.2. Temple Bar 3336.

1948 (August) Triumph 1800 saloon, black, beige upholstery, radio, immaculate car, low mileage; £1,050.

BRIDGE MOTORS, Church St., Rickmansworth. Tel. Rickmansworth 2562. [1906

1950 Triumph Mayflower, black, 7,000 miles, £1,100.—C. A. Peto, Ltd., 42, North Audley St., W.1. May. 3051.

1949 Triumph 2000 saloon, metallic grey, 8,000 miles.—C. A. Peto, Ltd., 42, North Audley St., W.1. May. 3051. [1720

£875 Triumph 1800 Razor Edge saloon, black, light brown hide upholstery, in immaculate condition, reg. Aug. 1946.

RHIND'S (MOTORS), Ltd., 120, Finney Lane, Heald Green, Cheshire. Tel. Gatley 2514. [1612

1950 Mayflower saloon, 8,000 miles.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3588. [1403

1950 (April) Triumph Renown saloon, maroon and beige leather upholstery, one owner, fitted heater, speedometer 6,400, immaculate condition; £1,450.

JOHN CAMPBELL MOTORS, 418, Holloway Rd., N.7. North 4441. [6066

1950 Triumph Renown, 13,000 miles, as new; £1,350.—Clayton's Cars (London), Ltd., 357, Euston Rd., London, N.W.1. Tel. Euston 5228 (5 lines). [1447

1949 (May) Triumph 2000 Roadster, 8,000 miles, green, spare unused; £1,150.—L. F. Dove, Ltd., 111-115, Addiscombe Rd., Croydon. Addiscombe 5066. [6676

L. F. DOVE offer: 1949 Triumph Roadster, green with green, showroom condition, 8,000 miles, spare unused; £995.—69, Broadway, Wimbledon, S.W.19. Liberty 5456. [2127

1950 Triumph Renown grey saloon, 14,000 miles fitted with heater, immaculate condition; £1,500 or near offer.—Appley, Primrose Garage, Aberystwyth. [1148

1950 Triumph Renown, low mileage, chauffeur-kept, immaculate condition, £1,350.—Sidney Marcus, Ltd., 35, Sloane St., S.W.1. Tel. Sloane 3587/6970. [9171

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

TRIUMPH

1950 Triumph Mayflower, 5,000 miles, immaculate condition; £985.—Sidney Marcus, Ltd., 33, Sloane St., S.W.1. Tel. Sloane 3557/6970. [8457

895 gns.—Triumph 2000 (April, 1949) Roadster coupe, black, grey leather, Windtone horns, excellent condition, taxed; terms, exchanges.—Rowland Smith, below.

395 gns.—Triumph Dolomite (December, 1939) 14 60hp 4-door sports saloon, black, sliding head, fawn leather, very good condition, taxed; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [1566

£70.—1931 Triumph 8 saloon, reconditioned engine, 4 new tyres, very good coachwork for year.—Brookside Motors, 102, High Rd., Uxbridge. Tel. 184, 10 a.m.-7 p.m. [6785

1950 (October) Triumph Renown saloon, black, fawn leather, 12,000 miles; £1,350.—Modern Service (Wimbledon), Ltd., High St., Wimbledon, S.W.19. Wimbledon 2282. [1293

1950 Triumph Mayflower saloon, first registered 6/10/50, finished in steel grey with red leather upholstery, one owner, fitted radio and heater, in immaculate condition throughout.

ARTHUR MULLINER, Ltd., Bridge St., Northampton. Tel. 907. [1940

£445.—Sept., 1938, Triumph 14hp Dolomite, black with green leather upholstery, recently recellulosed; terms, exchanges.—O. S. Hall, Ltd., 302, King St., W.6. Riverside 2881. [9362

1950 (November), 4,000 miles, Triumph Renown saloon, maroon, beige interior, radio and heater.—Lamb's, Ltd., Standard House, Southend Rd., Woodford, Essex. Wan. 0123 (8 lines). [1865

1948 Triumph 1800 razor-edge saloon de luxe, £200 recently spent on overhaul, exceptional condition; £895; 3 months' written guarantee.—Brown's Garage, Loughton (Essex) 4119. (Tube.) [1332

1950 (October) Triumph Mayflower saloon, maroon/beige leather, radio, heater, loose covers, one owner, 8,000 miles, exceptional condition; 3 months' guarantee; any inspection invited; £1,095.

TRINITY CARS, Ltd., 94, North Side, Wandsworth Common, S.W.18. Vandyke 1166. [1408

1951 Triumph Renown saloon, 5,000 miles, heater, screenspray, immaculate, as new; £1,525 or offer.—Woffenden, Syston Court, Mangotsfield, nr. Bristol. Tel. Bristol 37909 or Abson 206 (evening). [1119

1949 (Aug.) Triumph 2000 Roadster, mileage 23,000, guaranteed, ice blue, new tyres, screen washers, two foglamps, numerous extras, absolutely as new throughout, any exam. or trial; price £1,150.

NEWCASTLE (STAFFS) MOTOR Co., Ltd., Brunswick St., Newcastle, Staffs. Tel. 66266/7/8. [1120

1950 (Oct.) Triumph Mayflower saloon, black, fawn leather, 3,700 miles, as new condition throughout; £1,025; compare condition, mileage and price.—John S. Truscott, Ltd., 173, Westbourne Grove, W.11. Bay. 4274. [1473

1949 (August) Triumph 2000 Roadster, metallic grey, with red leather, very fully equipped, twin horns, radio, sparkling appearance, offered with written guarantee; £935; terms, exchanges.—H. F. Edwards, 154, Gt. Titchfield St., W.1. Langham 0012. [1828

CAMDEN MOTORS.—Triumph Gloria special 10hp 4-seater sports tourer, one of the smartest pre-war sports model we have seen, appearance and lines very much in advance of its year, maroon cellulose, bright and clean, all the usual trimmings, fold flat screen, remote control synchromesh gear change, fly-off hand brake, optional free wheel drive giving a definite economy on long runs, knock-on wheels, large type flexible steering wheel, built-in jacks, etc., equipped with special series twin carburettor engine the performance is truly remarkable for a 10hp car, hood and tyres in good condition; exceptional value at £295.

CAMDEN MOTORS.—Triumph 2000 razor-edge saloon (May, 1949), in beautiful all round condition, sparkling black finish with beige leather, Regency tailored loose seat covers, radio, passlights, etc., maintained and serviced by main distributors every 2,000 miles, service charts and data available; £1,095.

CHOICE of two others, one black, one maroon.

CAMDEN MOTORS.—Triumph 2000 Roadster (August 1949), satin bronze, excellent all round condition, moderate mileage, engine just decoked in our workshops, unrepeatable at £915.

CAMDEN MOTORS.—Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines). Write for post-free catalogue; nearly 500 cars ready for inspection and purchase; hire purchase facilities; part exchanges; free delivery anywhere in the United Kingdom; fares refunded to purchasers from any part of the country; showrooms open till 7 p.m. from Monday to Saturday. [1619

Triumph Cars Wanted

C

M

THE CAR MART, Ltd., wish to purchase Triumph cars.—320, Euston Rd., N.W.1. Euston 1212.

CASH immediately for good Triumph.—H. F. Edwards, 28, Upper High St., Epsom 9400. [1846

ROWLAND SMITH'S, the Triumph buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.

MARSTON MOTOR Co., Ltd., for your Triumph.—Tel. Sta. 6000.—Seven Sisters Rd., Tottenham, N.15. [0182

CASH buyers of low-mileage 1800 and 2000 Triumphs, distance no object.—Hattons, Lord St., Southport. Tel. 2268. [0804

C. A. PETO, Ltd., 42, North Audley St., W.1, urgently require post-war small mileage Triumph cars in first-class condition.—May 3051. [6330

IF your car is in London and is a post-war model it can be seen and purchased within an hour of phoning Mayfair 7654, the London Buying Office of Lambs, Ltd. (Woodford, Essex), Slough House, 16, Berkeley Street, W.1. [1359

Triumph Spares and Service

S & T

STANDARD & TRIUMPH SALES, Ltd.—Service and spares for all models; manufacturers' largest stockists in Britain of spares and service exchange assemblies.—Standard & Triumph Sales, Ltd., London Distributors, Junction of Boundary Rd. and Abbey Rd., St. John's Wood, N.W.2. Maida Vale 9114 (10 lines).

BASIL ROY, Ltd.—Triumph spares, complete stock, wholesale and retail.—161, Gt. Portland St., W.1. Langham 7733.

STANDARD and Triumph spares and service, replacement units.—W. T. Richards (Bexleyheath), Ltd., 74-78, Broadway, Bexleyheath. Tel. 1666-7. [0499

TRIUMPH spares for all post-war models; largest provincial stockists.—Hollingdrake Automobile Co. Ltd., Stockport (Tel. 4464); and Prince's Drive, Colwyn Bay. (Tel. 3322). [0355

UTILITY CARS

JACK STONE & SON offer:—

1950 Vanguard utility comfortable 6-seater, as new; 1950 Bradford Jowett 4/5-seater de luxe utility; 1948 Ford 10hp Martin Walter; 1947 Vauxhall 14 5/6-seater; 1947 Bradford Jowett 5-seater; cash, easy hire-purchase and exchanges.—221, Upper Richmond Rd., Putney. Tel. Putney 1054/5, 2276/7. [1275

HAROLD RADFORD & Co., Ltd.

1949 (Sept.) Jowett Bradford utility, colour green, fitted with four de luxe seats, speedometer reading 11,872 miles, in good condition.

HAROLD RADFORD & Co., Ltd., Melton Court, South Kensington, S.W.7. Tel. Kensington 6642 (5 lines). [1436

JOE THOMPSON (MOTORS), Ltd., offer:—

PACKARD 9-passenger station wagon or shooting brake, most luxuriously appointed, first registered 1948, tax £10, genuine mileage 10,000.

JOE THOMPSON (MOTORS), Ltd., 97, Fulham Rd., South Kensington (next to Michelins). Ken. 4858. [9404

1950 Bradford de luxe Utility, low mileage, 4 seats, immaculate; guaranteed. £650.

G. W. WILKIN, Ltd., 1, Weston Park, Kingston-on-Thames. Kin. 2241. [1956

1950 Bradford 6 Light Utility, 4 seats, low mileage, taxed, any inspection; guaranteed. £525.

G. W. WILKIN, Ltd., 1, Weston Park, Kingston-on-Thames. Kin. 2241. [1955

1947 Austin 10 with utility bodywork, seating for 6, engine recently reconditioned, bodywork in smart condition; £650.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gla. 2234. [6680

HUMBER utility (reg. November, 1946), excellent condition; £325.—Jacquier, Ltd., 225-7, Hammersmith Rd., W.6. Riverside 6677-8. [8101

1950 Bradford de luxe utility, spotless condition, small mileage; £640.—Peter Guest, Ltd., Gaywood, King's Lynn. Tel. 4129. [6269

BRADFORD utilities for sale serviced by us, main agents since 1922.—Bunting's Motor Exchange, Bonnersfield Lane, Harrow. Tel. 6225-6. [0621

1949 (November) Bradford 4-light utility, grey, 4 seats, extras, very clean throughout, any inspection invited; 3 months' guarantee; £535; also

1947 Austin 10hp 7-seater Martin Walter utilecon, exceptional condition throughout, any inspection; £645.

TRINITY CARS, Ltd., 94, North Side, Wandsworth Common, S.W.18. Vandyke 1166. [1413

FIRST registered 1947 Hillman 10hp, fitted attractive 4-seater utility body, fold-down seats, in excellent condition throughout; £355.—Jacquier, Ltd., 225-7, Hammersmith Rd., W.6. Riverside 6677-8. [2160

Utility Cars Wanted

ROWLAND SMITH'S, the Utility car buyers.—Hampstead High St. (Hampstead Tube). Ham 6041. [0993

ALL types utilities wanted for cash.—Read Bros. Motor Co. (London), Ltd., 56, Christchurch Rd., Colliers Wood, S.W.19. Liberty 1606. [0324

VAUXHALL 10

1947 Vauxhall 10 saloon, excellent condition; £635.

C. & W. MOTORS, Ltd., Queen's Head Garage, East End Rd., N.3. Finchley 6236-7. [6622

1939 Vauxhall 10 saloon, in outstanding condition, taxed, guaranteed, £450.

G. W. WILKIN, Ltd., 1, Weston Park, Kingston-on-Thames. Kin. 2241. [1954

1947 Vauxhall 10hp saloon, black/brown, one owner, any inspection invited; 3 months' guarantee; £745.

TRINITY CARS, Ltd., 94, North Side, Wandsworth Common, S.W.18. Vandyke 1166. [1411

1946 Vauxhall 10 de luxe saloon, black, brown hide upholstery, one owner, immaculate condition; £650.—Northways Garage, Swiss Cottage, N.W.3. Primrose 1127. [1088

1947 (August) Vauxhall 10 saloon, blue, brown interior, quite exceptional condition, thoroughly recommended, written guarantee; terms, exchanges.—H. F. Edwards, 172, Kingston Rd., Ewell, Surrey. Ewell 5101. [1851

£515.—Very unusual and beautifully maintained Vauxhall 10, 1940 model, bodywork spotless, interior excellent; this vehicle is so beautiful will pass for 1948 motor car; 3 months' guarantee; hire purchase, exchanges.

LAMBS OF WOOD GREEN, Finchley Showrooms, 421, High Rd., Finchley, N.12. Fin. 6221. [9015

VAUXHALL 12

B. J. HUNTER, Ltd., offer:—

1946 Vauxhall 12 saloon, one owner, really genuine condition throughout; £725.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [8678

1946 7 Vauxhall 12 d/l saloon; bgn., £575.—A.Z. Motors, Palmerston Rd., N.W.6. Maida Vale 4725/33. [1954

VAUXHALL 12

H. A. SAUNDERS, Ltd., Radlett, Herts.

1947 Vauxhall 12hp saloon, mileage 20,000; £775.—Tel. Radlett 6167 and 5849. [2516

1940 Vauxhall 12 de luxe saloon, taxed, very excellent condition throughout; £475.—Kings Motors, 1, High St., Hounslow. Tel. 3532. [3217

VAUXHALL 12, 1934, sound cond., clean, good tyres; £185.—Cook, 656, Seven Sisters Rd., N.15. [1685

1947 Vauxhall 12 saloon, excellent condition, any trial; £653.—Parks, 16a, Valley Rd., Ipswich 3349. [1786

1940 Vauxhall 12, green; £425.—Frickers of Holland Park (next door to Underground). Tel. Park 5077. [2156

1946 Vauxhall 12hp saloon, complete mechanical overhaul, including new engine; £650.—Perivale 7366. [2085

1947 Vauxhall 12hp saloon, black, one owner; £725.—Vandervells (Buyers of Good Used Cars), 215, Haverstock Hill, N.W.3. Primrose 4441. [8052

1948 Vauxhall 12 4-door sunshine saloon, almost unmarked inside and out, tyres good, low mileage; accept £795.—Jack Rose, Ltd., Stafford Rd., Wallington, Surrey. Wallington 6677-8. [5438

795 gns.—Vauxhall 12 (June, 1948) 4-door saloon, black, sliding head, brown cloth, small mileage, very carefully used, exceptional condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [1567

VAUXHALL 14

1946 Vauxhall 14hp J type saloon, black, leather interior, one owner; £750.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gla. 2234. [2051

1936 Vauxhall 14 saloon, guaranteed; £215, payments.—Oldfield, 386, Kensington High St., W.14. Western 6651. [2108

1946 Vauxhall 14 J-type saloon (choice 2), absolute bargain; £650.—A.Z. Motors, Palmerston Rd., N.W.6. Mai. 4725/33. [5763

1939 Vauxhall 14hp J. type saloon, in very nice condition; £525.—Gordon Wooderson, 4a, Drewstead Rd., S.W.16. Tel. Streatham 8636. [2173

£225.—1935 Vauxhall 14 de luxe saloon, black, brown leather, very clean condition, bargain.—The Haverstock Garage, Haverstock Hill, N.W.11. Tel. Gulliver 2422. [2196

1943 Vauxhall 14, 47,000 miles, reconditioned engine at 20,000, Notek lamp, heater, seat covers; £700.—Write, J. C. S. Buckley, 29, Upper Addison Gardens, W.14. [2017

LATE 1939 Vauxhall 14 J type saloon, one owner, carefully used, black, sun roof, brown hide, recently fitted new engine, reconditioned front suspension, exceptionally good condition throughout; snip £465.

DOUGLAS CAR SALES, 806-822, Great Cambridge Rd., Enfield. Tel. Enfield 3150. [1414

VAUXHALL WYVERN & VELOX

CAR MART, Ltd.

1949 Vauxhall Wyvern saloon, 13,000 miles; £985.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 3434. [1529

B. J. HUNTER, Ltd., offer:—

1949 Vauxhall Wyvern saloon, definitely unmarked; £875.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [8679

H. A. SAUNDERS Ltd. offer:—

1949 Vauxhall Velox saloon, green, brown interior, radio, heater, etc., 10,000 miles; £945.

1950 Vauxhall Velox saloon, black, brown interior, radio, heater, etc., 9,000 miles; £1,095.

836 842, High Rd., N.12. Hillside 0024. [2141

SAUL & SLATTER, Ltd., offer:—

1950 (Registered December, 1949) Vauxhall Velox saloon, leather, black, 17,000 miles, in excellent condition, £950.

44 46, Alderman's Hill, N.13. Pal. Grn. 1205/7173. [1851

HAROLD RADFORD & Co., Ltd.

1949 (Sept.) Vauxhall Velox saloon, colour grey, speedometer reading 9,757 miles, one owner, in excellent condition throughout.

HAROLD RADFORD & Co., Ltd., Melton Court, South Kensington, S.W.7. Tel. Kensington 6642 (5 lines). [9872

WARWICK WRIGHT, Ltd., offer:—

1950 Vauxhall Velox saloon, black, brown leather, heater, 8,000 miles.

1950 Vauxhall Wyvern saloon, black, brown leather, radio and heater, 600 miles.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [1661

WADDINGTON MOTORS, Ltd., offer:—

1949 (September) Vauxhall Wyvern, in perfect order throughout; £925.—Fortune Green Rd., N.W.6. Ham. 2211. [5361

SELSDON ROAD GARAGE, Croydon, offer:—

1950 (model) Vauxhall Wyvern saloon, in dark blue with brown hide upholstery, press-button radio, heater, a most carefully used car; £995.

54 Selsdon Rd., S. Croydon, Surrey. Cro. 5470. [9548

1949 Vauxhall Velox, careful owner, spotless condition.

HAZLEMERE MOTOR Co. (Waltham Abbey), Ltd., Waltham Cross 2275/6/7. [1817

GORDON CARS (LONDON) Ltd.—1949/50 Vauxhall Velox saloon; £1,050.

GORDON House, 373, Euston Rd., London, N.W.1. Euston 6711. [1373

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

VAUXHALL WYVERN & VELOX

1950 Vauxhall Wyvern saloon, low mileage, one owner, radio; £1,095.—FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gla. 2234. [1042

1949 Vauxhall Wyvern, £850.—Grove Motors, North Rd., Southall 5477. [0406

1949 (Nov.) Vauxhall Wyvern saloon, 23,000 miles, genuine, one very careful owner, heater.—SHAW MOTORS, Ltd., 666-678, Garratt Lane, London, S.W.17. Wim. 3051-2. [7403

1950 (Nov. 9) Vauxhall Wyvern saloon, leather, heater, 10,000 miles, terms, exchanges, £1,025.—GEORGE NEWMAN & Co., 569, Euston Rd., N.W.1. Euston 4466. [1859

1950 Vauxhall Wyvern, Alpine green brown leather upholstery, recorded mileage 14,000 fitted radio and heater.—DENHAM SERVICE STATION, Ltd., Denham, Bucks. Tel. Denham 2266. [6000

1949 Model Vauxhall Velox 4-door saloon, in very excellent order; bargain, £925. Exchanges, deferred arranged.—R. HIND'S (MOTORS), Ltd., 120, Finney Lane, Heald Green, Cheshire. Tel. Gatley 3514. [1811

300 miles only.—1950 Vauxhall Wyvern saloon.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3588. [1402

1950 (Nov.) Vauxhall Wyvern saloon, 200 miles.—Green & Zonis, Ltd., 246-252, Deansgate, Manchester, 3. Tel. Deansgate 3325-6. [1646

1949 Vauxhall Velox, Alpine green, heater, one careful owner, immaculate condition; £925.—N. Van Ankers, Ltd., Gillygate, York 2646. [1797

1949 Vauxhall Wyvern, blue/brown leather, 16,000 miles, in perfect condition; £875.—L. F. Dove, Ltd., Guildford Rd., Woking. Tel. 1282. [6288

1949 model Vauxhall Velox, heater, radio, leather, exceptional condition; £865; 3 months' written guarantee.—Brown's Garage, Loughton (Essex) 4119 (Tube). [7421

1949 (May) Wyvern saloon, black/fawn, heater, moderate mileage, immaculate; £850.—H. A. Saunders, Ltd., 144, Golders Green Rd., N.W.11. Speedwell 0011. [1254

1949 Vauxhall Velox, black and brown leather, mileage 17,000, indistinguished from new; £985.—R. S. Mead (Sales) Ltd., 42, Queen St., Maidenhead. Tel. Maidenhead 5451-2. [6024

VAUXHALL Velox, August 1949, fitted with radio and heater, finished in black with brown interior, one owner since new, immaculate condition, £850.—Grove Garage and Motors, 322, Fore St., Edmonton, N.9. Tel. Tot. 4162. [2115

1949 Vauxhall Wyvern 12hp saloon, a low mileage car in first rate condition throughout; a bargain; cash or terms; free service for 3 months is included.—Broadway Motor Co., 3-15, Russell Rd., Wimbledon, S.W.19. Liberty 2494-5-6. [7399

VAUXHALL 25

A & S—Limousine 1950, Grosvenor, partition seven passenger, forward occasionals, magnificent condition, leather. Seen.—ALPE & SAUNDERS (100-Limousines), Providence Court, North Audley Street, Mayfair-2941. [1451

VAUXHALL 27

1935 Vauxhall 27 7-seater limousine; £145; 3 months' guarantee; terms and exchanges.—JACK WILLIAMS MOTORS, Ltd., 569, Priory Rd., Hornsey. Mountview 5228 and 5774. [1092

VAUXHALL MISCELLANEOUS

SHAW & KILBURN Ltd., for Vauxhalls.

IT is important that the car you purchase is in excellent condition throughout.

SELECTION of such modern Vauxhalls at 4—6, Berkeley Sq., W.1. Grosvenor 4338. [0017

HAMILTON MOTORS (LONDON), Ltd., 466-490, Edgware Rd., London, W.2. Paddington 0022 (12 lines). Vauxhall main dealers.

1948 (October) Vauxhall Velox, 22,000 miles, black, brown leather, fitted radio and heater, one owner; £945.

1940 (March) Vauxhall 12hp, black, blue leather upholstery, headlining just renewed, mechanically sound and roadworthy, 4 new tyres, body condition sound; £475.

1939 Vauxhall 14hp, black, red leather upholstery, tyres good all round, heater fitted, in exceptional condition; £575.

ALWAYS a good selection of used Vauxhalls in stock; H.M.L. will purchase for cash all Vauxhall cars including latest models.

VAUXHALL and other makes of used cars in good condition; let us know of your requirements. Tel. Uxbridge 737.—Gregory's of Uxbridge. [0039

GRAHAM BROTHERS (MOTORS), Ltd., main dealers, 7-15, Peter St., Manchester, 2 (Bla. 9887), always have a fine selection of post-war Vauxhall models carrying 12 months' new inspection invited. [0263

Vauxhall Cars Wanted

C

M

THE CAR MART, Ltd., wish to purchase Vauxhall cars.—150, Park Lane, W.1. Grosvenor 3454. [0975

S

SHAW & KILBURN, Ltd., Vauxhall main dealers.

WILL purchase modern Vauxhall cars.

4—6, Berkeley Sq., W.1. Grosvenor 4338. [0018

Vauxhall Cars Wanted

R

ROWLAND SMITH'S, the Vauxhall buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0984

A S new, post-war Vauxhall car required.—Fortune, 33, Cambridge Rd., E.11. Tulse Hill 2768 (day). [0752

ALMOST new Vauxhall required; cash payment.—Morley, 54, Streatham Hill, S.W.2. Tulse Hill 3485. [0844

ARLINGTON MOTOR Co., Ltd., main dealers, will purchase post-war Vauxhall cars.—Tel. Waltham Cross 2760. [0612

SIMPSON'S MOTORS (WEMBLEY), Ltd., wish to purchase all models Vauxhall from 1937 onwards.—Wembley 2691-2. [0674

CASH buyers of low-mileage Wyvern and Velox Vauxhalls, distance no object.—Hattons, Lord St., Southport. Tel. 2268. [0908

MODERN low-mileage Vauxhall 10, 12 and 14hp cars urgently wanted; write or call.—Golly's Garage, Ltd., 111a, Earl's Court Rd., S.W.5. Fro. 0063. [0473

URGENTLY required, post- and pre-war Vauxhalls; cash immediately.—Hamilton Motors (Ldn.), Ltd., Vauxhall main dealers, 466-490, Edgware Rd., London, W.2. Call, write or tel. Paddington 0022. [0899

BROADWAY MOTOR Co. want the best Vauxhalls! Owners of low-mileage post-war models and of really good pre-war cars should consult Sales Dept., at 3-15, Russell Rd., Wimbledon, S.W.19. Liberty 2494. [0622

Vauxhall Spares and Service

C.A.C.

CROYDON AUTOMOBILE COMPANY, Ltd.

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VOLKSWAGEN 1947 r.h.d., excellent order; £425.—Brookside Motors, 103, High Rd., Uxbridge. Tel. 184, 10 a.m.-7 p.m. [9727

1947 Volkswagen (Reg. 1949), in excellent condition, roofrack, spotlight, 4 new tyres, complete overhaul to engine, clutch, suspension, steering, 32,000 miles; £365.—Bristol, Keynsham 2040. [1764

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VOLKSWAGEN wanted in good condition. Tel. Valentine 2098. [9144

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£265.—Willys 16hp fluted head coupe, very modern, black, very clean condition, a smart vehicle at modest outlay.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [2159

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£1025.—1949 Wolseley 6/80 saloon, maroon beige leather, 15,000 miles, one owner, choice of two, three months' guarantee; terms, exchanges, lists.—Pride & Clarke, Ltd., 297, Brixton Hill, S.W.2. Tulse Hill 3664/5.

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1949 Wolseley limousine, first reg. 1950, speedometer reading 19,000 miles, with division and face-forward occasional seats, colour black, in immaculate condition, one owner.

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WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [8746

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1950 Wolseley 4/50, mileage 12,000; £1,150.—Tel. Radlett 6167 and 5849. [2318

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MEBES & MEBES, Ltd. (Est. 1893) offer:—

1936 Series Wolseley Wasp 10hp de luxe 4-door saloon, black, brown pneumatic upholstery, easy clean wheels, excellent condition throughout; £325.—The Broadway, Mill Hill, N.W.7. Tel. Mil. 2040. [1863

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MAYFAIR CARRIAGE Co., Ltd., The Hyde, Edgware Rd., N.W.9. Col. 8082. [1951

GORDON CARS (LONDON), Ltd.—1950 Wolseley 6/80 saloon; £1,295.

GORDON CARS (LONDON), Ltd.—1950 Wolseley 4/50 saloon, £1,275.

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GORDON House, 373, Euston Rd., London, N.W.1. Euston 6611. [1371

1950 Wolseley 6/80 saloon, 1,600 miles, genuine, grey/brown leather, one owner.

SHAW MOTORS, Ltd., 666-678, Garratt Lane, London, S.W.17. Wim. 3051-2. [7401

1939 Wolseley 10, grey with blue leather, fitted heater, whole car in outstanding condition.

PETER BANTOCK CAR SALES, 104, High St., Chiswick 2725/5670. [1085

LIMOUSINE 1939 25hp Wolseley special 7-seater; £650.—Lawton-Goodman, 56, North Audley St., W.1. [2155

BEARTS, of Kingston, Wolseley distributors.—Sales, spares and repairs.—102, London Rd., Kingston. Tel. 3548. [0085

1936 Wolseley 12hp saloon de luxe in remarkable condition throughout, original in every detail; £235.

MAGDALEN MOTORS, 311, Trinity Rd., Wandsworth Common. Battersea 5573. [7782

1948 Wolseley 12; £800.—Rothwell's Heath Brewery, Newton Heath, Manchester, 10. Failsworth 1839. [1789

1939 Wolseley 18 de luxe saloon, guaranteed; £410; payments.—Vaughan, 17, Astwood Mews, S.W.7. Fro. 1319. [2059

1939 Wolseley 10 de luxe saloon, guaranteed, £400; payments.—Vaughan, 17, Astwood Mews, S.W.7. Fro. 1319. [2040

1948 Wolseley 8 saloon, in fine condition; £695.—S. Bowen & Son, Hillside Garage, Edgware, Tel. Edgware 4464. [6768

1951 (Dec. 1) 4/50 2,750 miles, black, heater; £1,295.—Hawley Motor Mart, Ltd., Stoke-on-Trent. Tel. 29047. [1790

1949 (Nov.) Wolseley 6/80 saloon, 11,000 miles.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3588. [1400

L. F. DOVE offer:—1939 Wolseley 10 saloon, black with brown, excellent condition; £475.—69, Broadway, Wimbledon, S.W.19. Liberty 3456. [2126

1950 Wolseley 4/50, finished in black with brown upholstery, fitted radio and heater, 11,000 miles by one careful owner; £1,150.

R. C. WIMBUSH, Ltd., 312, Earls Court Rd., London, S.W.5. Fremantle 8401. [9753

1949 Wolseley saloon 4/50, fitted radio, heater, seat covers, small mileage, taxed; £950.—Dalston Motors, 517, Kingsland Rd., Dalston, E.8. Clissold 4943. [1090

£1095.—1950 Wolseley 4/50 saloon, beige brown leather, H.M.V. radio, heater, one owner, chauffeur kept.—Woking Motors (Maybury Hill), Ltd., Woking 1926. [1356

1938 Wolseley 14 de luxe saloon, one owner from new, good tyres, excellent condition, taxed; £525.—Dalston Motors, 517, Kingsland Rd., Dalston, E.8. Clissold 4943. [6079

JACK ROSE, Ltd., offer: 1950 (June) Wolseley 6/80 4-door saloon with extras, dark blue, 10,000 miles one owner; accept £1,170.—Jack Rose, Ltd., Stafford Rd., Wallington, Surrey. Wallington 6677-8. [1065

BRUTONS, Ltd.—Wolseley 12 saloon, 1939 model, registered 1938, July, black, brown hide interior reconditioned engine, superb order; £595.—13/14, Osten Mews, Emperor's Gate, S.W.7. Western 1242. [685

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1947 Wolseley (June) 18 de luxe saloon, mechanical and coachwork condition outstanding, H.M.V. radio, heater, obviously carefully maintained; £825.—Clarke & Simpson, 73-79, Cadogan Lane, S.W.1. Sloane 4727. [2121

£220.—1935 Wolseley 10 4-door de luxe, original paintwork, etc.; also 1936 Wolseley 14, immaculate condition; £225.—O. P. (Balham), Ltd., 2c, Balham Hill, S.W.12 (100 yards Clapham South Tube). Batt. 1107-8-9. [1346

365 gns.—Wolseley 10/40 1937 de luxe 4-door saloon, bronze, sliding head, brown leather, carefully used, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [1586

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CAMDEN MOTORS.—Wolseley 25hp Super Six limousine, 1938 model, 7-seater with division, face forward occasional seats, late type "phased" suspensions, extra large rear opening luggage boot and all features as 1939 model, sound dark blue finish, two owners, previously taxed privately and in thoroughly sound condition; £495.

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A & S Limousine 25hp, 1938 April registration, black, forward occasionals, leather, excellent throughout.

8000 miles only, 1948 25hp Limousine, original owner, black, excellent condition. Seen:—
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ROWLAND SMITH'S, the Wolseley buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.

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SIMPSON'S MOTORS (WEMBLEY), Ltd., wish to purchase all models Wolseley from 1937 onwards.—Wembley 8691-2.

CASH buyers of low-mileage Wolseley 8s, 12/48, 14/60, 4/50, distance no object.—Hattons, Lord St., Southport. Tel. 2268. [0806

BLAKES, Wolseley distributors, will purchase any non-Covenant Wolseley car.—110, Bold St., Liverpool, 1. Tel. Royal 6622. [7737

1939 Wolseley 25hp series 3 7-seater limousine.—R. Hardy & Son, 55, Marylebone High St., W.1. Tel. Welbeck 1101-3. [0316

Wolseley Spares and Service

WOLSELEY spares and repairs.—Ramsay Motors, Ltd., 242-248, High St., Barnet 3240. [0707

LARGEST and quickest spares service in the South of England.—Hewens Garage, Ltd., Reading. Tel. 4436. [0207

FOR Wolseley service consult the Wolseley specialists.—W. T. Mason & Co., 2, Ley St., Ilford. (Tel. Ilford 0961.) [0475

R. HARDY & SON, 55, Marylebone High St., W.1. Welbeck 1101.—Spares, reconditioned units, service and repairs for all Wolseley 1937-1951 models. [0316

EUSTACE WATKINS, Ltd., Chelsea Manor St., S.W.3 (Flaxman 8181), for Wolseley service; complete overhauls, coachwork and reconditioned engines. [0277

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POST-WAR cars wanted urgently, purchased for cash, all makes, mileage under 10,000, must be in very good condition.
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WANTED, 1937/1939 10hp saloon car in good general condition.—Full details (no dealers) to Bagshaw, 5, Blenheim Rd., Bickley, Kent. [1886

R. S. CURRIE & Co., Ltd., are cash buyers of all good low mileage, small h.p. vehicles.—105 Westbourne Grove, Bayswater, W.2. Bayswater 0085. [7032

A CASH offer on the spot for cars, motor cycles, lorries any make or model; exchs.; h.p. a/cs settled.—Write, phone or call, Pride & Clarke, Ltd., Stockwell Rd., S.W.9. Brixton 6251, ext. 130. [0754

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1934 Austin taxicab, running perfectly well shod, all parts in good condition, owner leaving country; £85.—Nights, Bayswater 7812. [1792

NEW Austin Metropolitan taxicab, constructed to Scotland Yard requirements, immediate delivery, owing to cancellation.
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1949 Austin A40 van, plain maroon, excellent condition; £585.
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1950 (October) Morris J type 10-cwt van, 6,000 miles, as new.

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1945 Ford 10-cwt, reconditioned, recellulosed.

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GUY ALFREDS & Co., Ltd., 6-7, Warren St., W.1. Euston 3268. [1306

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1950 Ford 5cwt van, £490; 1947 Austin 10cwt van, £335; 1946 Ford 10cwt van, £350; 1940 Bedford 30cwt van, £275; exchanges and terms.—53, York St., Twickenham. Popesgrove 1890. [6693

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1947 Alvis 14hp station wagon, very attractive low-built wood body; £695.
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1946 Ford 25-cwt delivery van, roller shutter, very carefully used, as new; 1946 Ford 10-cwt van; 1946 Bradford Jowett 8-cwt van; 1940 Ford 10-cwt van; 1939 Austin 5-cwt van; 1939 Austin 8-cwt van; our stock is continually changing; write for complete up-to-date lists; cash, easy hire purchase terms, exchanges.—221, Upper Richmond Rd., Putney. Tel. Putney 1054/5, 2276/7. [1276

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1947 Bradford van, one owner, just overhauled; £300.—Buntings Jowett Agency, Harrow. Tel. 6225-6. [9996

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1949 Bradford 10cwt van, £415; 1948 Bradford 10cwt van, £395; 1949 (reg.) Hillman 10hp utilicon, £475.

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1950 (Sept.) Morris 10cwt J type van, unlettered, 9,000 miles.—Ernest Sutton, Tel. Rogate 4 (trade only). [2120

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150 miles, 1950 Morris J type 10-cwt van.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3588. [1396

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1950 Standard Vanguard van, immaculate throughout, 10,000 miles guaranteed: £695.—Harcourt Motors, Chandos St., Leamington Spa 1904. [1815

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1939 Morris 5-cwt van, reconditioned, works grey; £215.—Vandervell's (Buyers of Good Used Cars), 215, Haverstock Hill, N.W.3. Primrose 4441. [1316

1946 Austin 10 van, one owner, £275; also '35 Austin 12 van, perfect condition, £100; also 1939 Ford 2-ton tipper, new engine, £120; also 1933 30cwt truck, £50.—A.Z. Motors, Palmerston Rd., N.W.6 Mai. 4723/33. [9670

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REQUIRED urgently.—Morris 10cwt van, low mileage preferred.

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SAFETY glass supplied, cut and fitted to any pattern.—G. W. Wilkin, Ltd., 1, Weston Park, and 94 Eden St., Kingston 2241-2. [0881

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ARMSTRONG.—The leading hydraulic shock absorber fitted as initial equipment to the majority of cars.

NEW exchange stock absorbers, replacement links and conversion sets available from stock from your local garage or

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INSIST on genuine Armstrong replacement spares. [0496

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ORDERS despatched same day, post or rail.

TRADE enquiries welcomed.

OVER the counter service.

FIT and forget.

LET us have your linkage for conversion and

OBTAIN the "new ride" from the main distributors for London (South of the Thames), Kent and Surrey.—Croydon Rd., Anerley, S.E.20. Tel. Sydenham 7066-7.

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YOUNG'S.—Shock absorber reconditioned exchange service, all popular types, 32/6 each; carriage extra.—Young's, 32, Tooting Bec Rd., S.W.17. Balham 7791. [0435

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ALL types, Eastern Counties largest stockists Armstrong, Girling, Luvax, Newton, etc., makers' units.—Prentice Aircraft & Cars, Ltd., Ipswich. Suffolk 77265-6. [8479

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SCOTTISH Shock Absorber Specialists, immediate despatch: Armstrong, Girling-Luvax, Woodhead-Munroe; manufacturers' replacement units and conversion sets, all trade and retail enquiries welcome.—James M. Inglis, Ltd., 1a, Belford Rd., Edinburgh, 4. Tel. 34621. [0550

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ARNOTT low-pressure Supercharger can give early delivery of installations for M.G., Morris Minor, Austin A40, Fords, Riley 1½-litre, Standards, Triumph, Citroen Light 15, Hillman Minx 14, Alvis, Bristol, Humber Hawk, Singer 9, and many other cars.

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NEW tyres in stock.

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ALL best makes instantly available for despatch, fitting or delivery, every size (car, giant or tractor), obsolete types featured.—Carr Bros., Purley, Surrey. Uplands 4811-2-3. [0044

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WHEEL discs, every make of car, from 17/6.—4, Nevill Rd., London, N.16. Clissold 3619. [1909

ALL types of wheels repaired, replacement service.—W. & L. Page, Pottery Road, Brentford, Middx. [0640

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WHEELS, part used, all sizes for cars, trailers, caravans, commercial, ex-W.D., and farm vehicles, despatched anywhere.—Cook, 141, Badminton Rd., Downend, Bristol. [1881

WEST LONDON REPAIR Co., Ltd., Wim. 6316/7.—Wire wheels repaired, converted, respoked, re-enamelled; Easi clean wheels repaired, retrued.—56a, High St., Wimbledon. [0638

CLARE'S for wheels.—Large stocks all types, easy clean wire and artillery, rebuilt and second-hand; exchange service.—Clare's Motor Works, 96 Tulse Hill, London, S.W.2. Tulse 6002. [0628

THE BRAMBER ENGINEERING Co., Ltd., Springbok Works, Waterloo Rd., Cricklewood, London, N.W.2. Branches, Willand, Devon; James St., Glasgow. Wire and pressed steel rebuilds and conversions, chassis frames, rear axle casings. [0434

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SAFETY glass replacements for all cars, replacement frames, Austin 7 and Ford 8 and 10 in stock.—Precision Glass, Ltd., Market Way, Wembley. Tel. 3153. [0781

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KENT.—Freehold garage, main road, house attached, 6 pumps, 65,000 gals. well equipped, net profit £1,500 p.a., k.a.y. optional; £6,650.—Box 5927. [1137

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KENT, Medway towns area, garage and filling station, large workshop fully equipped, new pumps and small bungalow with vacant possession, freehold £4,500, k.a.y. [1756

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ALDRIDGES have available motor businesses and filling stations in all parts of the country and will be pleased to receive enquiries to the Estate Department, William Rd., Hampstead Rd., N.W.1. Eus. 2352. [1808

GODDARD & SMITH will be pleased to forward particulars of garages and filling stations in all parts of the British Isles upon receipt of enquiries to Garage Dept., 28, King St., St. James's, S.W.1. Tel. Whitehall 2721 (10 lines). [0290

GARAGES, petrol stations, motor businesses; large selection available, details upon application, stating requirements.—Church Howard & Hills, Ltd., Motor Trade Valuers and Garage Agents, 59, Kew Rd., Richmond, Surrey. Richmond 3060. [2018

SOMERSET, busy market town, motor business, large modern showroom (12 cars), forecourt, office, stores, week-up garages, workshop (25-30 cars), yard (100 vehicles), electric petrol pumps, equipped breakdown truck, van, 5-ton ramp, good stock spares, equipment, accessories, tyres, excellent staff, freehold all in £18,000. (house available if required).—Box 5644. [0936

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SITUATIONS VACANT

SALES assistant required by main dealers for Vauxhall on the south coast; good prospects with old-established company.—Box 5977. [2209

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SKILLED motor fitters required with good all round experience; good rates and conditions; Hampton and Kingston areas.—Apply, G. W. Wilkin, Ltd., 1, Weston Park, Kingston-on-Thames, Kin. 2241. [1957

ESTIMATING and invoice clerk for car service department; must have previous automobile engineering experience and a good knowledge of estimating.—Write giving full details and state salary required to Box 5976. [2212

ENGINE fitters required; good pay and conditions; canteen facilities, social amenities and contributory pensions scheme.—Write giving full details of experience to Box 5491, c/o Charles Barker & Sons, Ltd., 31, Budge Row, London, E.C.4. [2009

ROLLS-ROYCE (motor car division) have immediate vacancies for design and detail draughtsman, salary according to age, experience and qualifications, with excellent prospects.—Apply immediately to the Personnel Manager, Pym's Lane, Crewe. [1196

MOTOR fitters, skilled and semi-skilled, good pay and conditions, canteen facilities, social amenities and contributory pensions scheme.—Write giving full particulars to Box 5490, c/o Charles Barker & Sons, Ltd., 31, Budge Row, London, E.C.4. [2012

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DRAUGHTSMAN required with experience of automobile body jig design for modest repetitive production of quality cars; interesting work; good salary and pension scheme offered.—Box 5975. [2210

SALES manager required for large motor company, must have wide experience of both buying and selling, excellent prospects for right man on salary and commission basis; must live within easy reach of Epsom area; replies treated in strict confidence.—Box 5874. [1211

CAR sales manager required by Anchor Motors, Chester, Rootes Group Distributors; the position is one for a keen man with extensive knowledge of used car trade; flat available; state fully present position, salary, age, etc.—Replies in confidence to Sales Director. [1915

PANEL beaters and welders required for private and commercial vehicles; good conditions; canteen facilities, social amenities and contributory pensions scheme; high rates of pay.—Write giving full particulars to Box 5493, c/o Charles Barker & Sons, Ltd., 31, Budge Row, London, E.C.4. [2011

TWO draughtsmen are urgently required by engineering firm of repute in the North West district for plant maintenance work, applicants must have good knowledge of I.C. engine test equipment, also be capable of carrying out designs on their own initiative, salary according to age and experience.—Apply Box 5972. [1195

ELECTRICIAN required for private and commercial vehicles, must be capable of overhauling all electrical equipment; good conditions; canteen facilities, social amenities and contributory pensions scheme; high rates of pay.—Write giving full particulars to Box 5492, c/o Charles Barker & Sons, Ltd., 31, Budge Row, London, E.C.4. [2010

WANTED, first-class machinist who is accustomed to special one off jobs, must be capable of carrying job through on his own once he has been briefed, knowledge of engine fitting required, work is in connection with racing car engine and chassis development; age 25 to 35.—R. R. Jackson, Petersham Yard, Old Byfleet. Tel. Byfleet 2852. [1908

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CAR buyer/salesman, 20 years experience in good class used car trade, would welcome situation with responsibility and trust, records and references available. —Box 5911. [1785

SKILLED mechanic, 20 years, varied experience, knowledge all departments, control, etc., Ford certificate, present position foreman level, testing, inspection, reception, position home or overseas where prospects and housing available, four in family; good references.—Box 5967, c/o The Autocar. [2025

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600 motor car books; catalogue free.—Vivian Gray, Bookseller, Haywards Heath, Sussex. [0767

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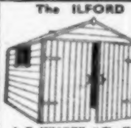

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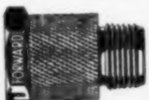

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